The New-York Times.

VOL. XXII......NO. 6835. NEW-YORK, THURSDAY, AUGUST 14, 1873. PRICE FOUR CENTS.

A STORM ON THE COAST.

AT LONG BRANCH.

TERRIBLE GALE OF WIND AND RAIN—RAPID RISE OF THE TIDE—EXCITING SCENES AT THE HOTELS AND ON THE BEACH.

Special Dispatch to the New-York Times.

LONG BRANCH, Aug. 13.—We have to-day experienced one of the heaviest storms of wind and rain that has been witnessed on this part of the coast for many years. The gale commenced to show its force just as the day was breaking, and in less than half an hour those accustomed to the scenes along shore saw at once that it was a regular north-easter, though as it came in Summer they did not appear to dread its approach. The guests at the hotels were of course fast asleep when the gale began to blow, but were soon awakened by the roar of the storm and the reverberations of the surf.

As the daylight increased the tempest grew fiercer, raising a heavy sea all along the coast from Sandy Hook away to the Point. The surf lashed the shore with its terrible white-crested rollers so violently that it piled the sand up in heaps here and there, and dug out new channels on the strand. The roar of the rushing wind and the beating of the waves as they dashed against the embankment aroused everybody in the hotels, who, on opening their windows, saw a very bleak prospect for the day, and before long a feeling of dread was manifested by many of the ladies.

The hotel proprietors discovered early in the morning that their bath houses were in imminent danger of being swept away by the ever increasing surf. Orders were accordingly given for the employes in charge to place the sheds further up on the sands and under the embankment in the hope of saving them. This effort was not altogether successful, however, for several of them were caught by the advancing waves and drawn out into the depths of the sea by the undertow. Several narrow escapes were had by the men engaged in this perilous service. Messrs. Chandler and Wardell were the principal sufferers, as nearly all of their bath houses were swept away.

So grand and sublime was the scene at the breakfast hour that many of the gentlemen stopping at the hotels ventured out and crossed the road to the embankment overlooking the water. Groups of men gathered in front of the Ocean House, Mansion House, Howland's, the United States, Metropolitan, Clarendon, and West End Hotels, gazing out upon the ocean as it was lashed into foaming billows by the furious gale. But they were soon driven back from the cliff by the storm, and the heavy, beating rain which began to fall during the forenoon.

All through this part of the day only the male portion of the guests were to be seen abroad, and even then they seldom ventured beyond the piazzas. The ladies wisely remained indoors, and contented themselves all day with watching the heaving of the immense billows from the windows of their rooms or the hotel parlors, all of them in great wonderment at the unusual display of the elements.

The morning tide had, at an early hour, risen to a greater height than it has been before on this coast for several years, so that what had been a dry and safe promenade on the strand in this and many previous seasons, was soon submerged and washed by the long rollers and gigantic waves as they beat on the sands at the foot of the embankment in unceasing succession. The day was a very cheerless one, indeed; the terrible aspect of the sea became awe-inspiring, even to those who are accustomed to these storms. In the offing, vessels under close-reefed canvas wallowed in the trough of the sea, and ever and anon became completely hidden from view. Timid persons watched them anxiously as they struggled to keep off shore, or, as they finally had to do, ran before the gale to Sandy Hook, inside of which they came to anchor, where they will probably be compelled to remain until the storm ceases.

All sorts of rumors were, of course, afloat in the corridors of the hotels to the effect that there were frightful accidents along the line of the New-Jersey Southern Railroad, all occasioned, it was said, by the high tide and the washing away of the track. These rumors found credence in consequence of the 11 o'clock train being delayed, which was unable to come up from the Hook because the sea had overflowed the bank at that part of the route along the low, narrow, sandy barrier between the Shrewsbury River and the ocean. It appears that the bedding of the track was submerged for some distance in the neighborhood of Thompson's landing, while in some places the currents undermined and carried away whole sections of "sleepers" and rails, and in others piled up the sand over the track so high as to prevent the cars passing. The truth was ascertained soon enough to allay all excitement, and when the tide receded, later in the day, the rails were cleared and repaired and traffic was resumed. Not alone did the road suffer below the "Branch," for it is understood that the track between here and Philadelphia is washed away. This is probably true, as no train has yet arrived from Philadelphia.

The afternoon was a very dismal one indeed, for the rain came down in torrents and the gale grew fiercer hour by hour. Windows rattled, doors banged, and trees fell; fences were blown down, and the flower-gardens were nearly destroyed. People had no heart for amusements in presence of the storm, so they lounged about the hotel corridors and billiard-rooms discussing the tempest and its probable effects, all evidently expecting intelligence of disasters from some quarter. The non-arrival of the Philadelphia train created considerable alarm, which was increased by intelligence being received to the effect that an accident had happened on the Pemberton and Hightown Railroad, between Pemberton and Camden, occasioned by the foundations of the bridge running across Rancocus creek being undermined by the swash a short time before the express-train passed over it.

All we know about the disaster here is that the train fell through the bridge into the creek, and that many of the passengers were more or less seriously injured. As no further details of the accident could be obtained, the utmost anxiety prevailed, for many of the guests were expecting friends to arrive, and are still in suspense.

To add to the general misery felt by the inmates of the hotels, reports were freely circulated among them during the later portion of the afternoon that the steamer Sea Bird had foundered in the bay while on her passage from Red Bank to New-York, and that a large number of passengers were drowned. Later in the evening, however, the rumor about the Sea Bird was pronounced unfounded, as telegrams from New-York announced her safe arrival in that City.

Scarcely had this rumor been contradicted when another more serious one was started, for it was announced that the steamer Plymouth Rock had been sunk near Sandy Hook, and that 400 lives had been lost. This terrible report created no end of confusion and alarm, for so great had been the storm during the past few hours that many people considered it more than probable. Telegrams were received at all the hotels from New-York, asking if the Plymouth Rock disaster was true. Their reception only added to the excitement, which was at fever heat, until dispatches from the hook told of her safe arrival and the starting of the train. It was subsequently ascertained that with one exception both Plymouth Rock and Jesse Hoyt made their regular trips, though passengers arriving here describe the voyage down as a very rough and dangerous one. It appears to be quite certain now that no disaster occurred on the bay, as telegram had been received from Fort Hamilton, on the Long Island side of the Narrows, the Quarantine Station, on Staten Island, and from Sandy Hook, giving that cheerful assurance.

The events of the day and severity of the storm destroyed the peace of the sojourners at the different hotels, so it was decided to postpone the grand ball which was to have taken place at the Ocean House to-night in aid of the sufferers by the fire at Portland, Oregon, until Saturday next. Later in the day, as the different startling rumors of disasters were contradicted and the passengers from New-York arrived safely, the feeling of alarm abated, and after tea the various hotel bands played, according to custom, in the parlors, and the guests enjoyed their evening dance while the winds and waves raged without.

Even now fears are still entertained that we have not yet heard the last of this storm, for it is anticipated that still greater damage will be done should the gale continue until the tide reaches flood at 1 o'clock in the morning. The latest news from Sandy Hook states that there are over 100 outward-bound vessels of all classes waiting inside the bar for the weather to break.

The damage to the cottages and frame outhouses, which stand along the shore between the hotels in unsheltered locations, must be considerable, it is believed. Still, nothing positive can be said about them, because people have been too much engaged with their own troubles to look after or record those of their neighbors. Therefore, many, or nearly all of the private dwellings have yet to be heard from.

While I write the storm still rages with unabated fury, and the rain pours down steadily. All is dark without, even the lights from the hotels and dwellings making the darkness more apparent. In vague terror many of the ladies are timidly sitting up in their rooms, being too much alarmed to retire. But there is now no immediate danger, as every possible precaution has been taken by the hotel proprietors. The buildings themselves, being built to withstand the heavy Winter gales along this coast, are, of course, stanch and strong.

In the morning we will be able to realize the full extent and force of the storm, as its effects will then be apparent.

Midnight.—The storm is evidently increasing and it is blowing at a terrific rate. It is feared that the surf will rise between now and daylight and carry off the remaining bathing-houses. The New-Jersey Southern Railroad track at Seabright Station is reported to be in great danger, and more damage is anticipated. The scenes in the hotel corridors are peculiarly exciting, owing to the terror of the guests, which is seemingly on the increase.

STORMS IN OTHER PLACES.

THE STORM IN WASHINGTON—DELAY OF TRAINS.

WASHINGTON, Aug. 13.—The storm raging in this vicinity to-day is the most severe known for years. It began yesterday morning about daylight, with a heavy thunder shower, during which, and within the space of half an hour, the rain fall exceeded one inch, as reported from the Signal Office. Yesterday it rained at intervals. During last night there was another very heavy fall of water. To-day it has rained heavily most of the day, and to-night the water is falling in torrents, with a considerable gale blowing. The railroads are very much washed and the trains are much interrupted. The New-York mail due this morning did not arrive until 3 P. M., and the mail due to-night is several hours late, though the New-York papers were received by the Baltimore and Potomac Road at 6 o'clock. In this vicinity the damage as yet is not very great, being chiefly confined to the flooding of cellars in the lower part of the city.

RAILROAD TRACKS WASHED AWAY AND LANDS OVERFLOWED.

PHILADELPHIA, Aug. 13.—The storm last night was severe at Cape May and Atlantic City, but no damage was done. The track of the Baltimore Railroad was washed out near Rock Run, and the country is overflowed. The track was repaired by a railroad gang. The Pennsylvania Railroad track near Palmyra, N. J., was washed away, and trains were delayed, but a large force of workmen repaired the track by noon. At Newark, Del., the creek had overflowed, and washed out the Baltimore Railroad track near the culvert for sixty yards. Passengers from Baltimore by the night train were transferred at the Gap. The repairs were completed by noon, and trains are passing over as usual. At Lancaster, Penn., the city water-works were considerably damaged. The coffer dam was carried away, and several small bridges were washed off. No damage was done by the storm at Bethlehem, Mauch Chunk, Westchester, or Pottsville, though the rivers are all high.

DAMAGE IN PHILADELPHIA—ACCIDENTS TO RAILROAD TRAINS.

PHILADELPHIA, Aug. 13.—Much damage has been done about this city by the storm, from the breaking of culverts and the flooding of cellars. In Camden, also, there has been similar damage. The break in the railroad track near Merchantville, prevents the passage of trains to and from Mount Holly and Long Branch. The passengers for Long Branch had to return to this city, all the cars but two having run off the track. The Pullman car went into the gap, compelling the passengers to crawl out through the windows. None of them were injured.

TRAIN THROWN FROM THE TRACK—FIREMAN AND ENGINEER INJURED.

PHILADELPHIA, Aug. 13.—The 7:30 A. M. Long Branch train from Philadelphia this morning met with an accident just beyond the Burlington County Railroad junction, which was caused by the heavy rain washing away the track. The engine and baggage-car were thrown off the rails. The engineer and fireman were the only persons injured, and they but slightly.

LAND-SLIDE ON THE PENNSYLVANIA RAILROAD.

MIFFLIN, Penn., Aug. 13.—A land-slide, ten feet deep, occurred last night on the Pennsylvania Railroad, four miles west of this place. Trains were delayed several hours, but are now running.

CULVERTS CARRIED AWAY AND TRACKS OBSTRUCTED.

BALTIMORE, Aug. 13.—The culvert and a portion of the track of the Philadelphia, Wilmington and Baltimore Railroad, near Elkton Station, were washed away by the heavy rain last night, delaying all the trains. The air-line train from New-York, due here at 5 o'clock this morning, did not reach this city until 12:15 P. M. It took a large force of workmen three hours to repair the break. Trains are now running regularly. The branch road from Perryville to Port Deposit also suffered from the storm, large masses of rock being washed upon the track, and the culvert carried away, completely obstructing travel.

THE STORM ON THE CHEMUNG CANAL AND ERIE RAILWAY.

ELMIRA, N. Y., Aug. 13.—A bridge over Monkey Run, on the Erie Railroad, about fourteen miles west of here, was carried away this morning.

One hundred feet of the bank of the Chemung Canal feeder, near Corning, were washed out. The damage is estimated at $5,000.

A strange occurrence took place some twenty miles west of here this morning. A dam on one of the creeks broke away and carried off a dwelling-house. It was during the height of the storm, and the owner of the house, with his wife and daughter, sought refuge in a barn. The barn was not near the path of the flood. The clouds seemed to have emptied themselves on the spot, for the building was washed away and scattered over the fields. The man was found at some distance from where the barn stood, so much injured that he cannot recover. His wife and daughter have not yet been found.

The trains on the Erie Railroad were delayed some six hours by the carrying away of the Monkey Run Bridge.

THE STORM IN THIS CITY.

Residents of New-York who are taught by experience to look for very warm weather even long after the middle of August, must have been surprised by yesterday's temperature. It was a remarkably cool day for the season, and not only cool, but stormy and clouded. Even on the preceding afternoon there were premonitory symptoms of a coming change. The air was puffy and remarkably cold at times, though as the evening advanced it grew warmer again. Tuesday night throughout was unusually cool, and yesterday morning broke with a raw breeze. The weather continued to grow colder all day. Early in the forenoon some slight rain fell, which afterward increased, making the day, with slight intermissions, a wet and cold one, more fitted to visit us in November than in August. It was such a day as might be expected to convey a good idea of approaching Winter.

The few dead leaves that had fallen from those trees which are in bloom early in Spring and fade early in the Fall, were whirled and tossed about by sudden gusts of wind. The light Summer garments of pedestrians, for the time altogether out of place on the street, flapped and fluttered in the breese; sign-boards swayed and creaked, and awnings, provided to ward off the sun's fierce rays, received the gusts of wind and rain instead. The streets looked bleak and cold, and overhead the sky was clouded and cheerless. But this conveyed no idea of the force of the storm on the coast, though experienced skippers, with a wide open weather eye, could not be easily induced outward in the direction of Sandy Hook. There they seemed to think a very lively little storm was ruling matters. The common evidences which mark an unpleasantly high state of the thermometer were nowhere to be seen. Men passing through the streets wore their outer garments tightly buttoned to shut out the breezes, so much to be desired a few days ago, and walked along briskly on their way. The langor produced by overheating and too much exercise in the scorching sun, was replaced by a quickness of movement which the sudden change in the weather alone could have so generally produced. As the afternoon advanced the rain ceased, but the wind continued high, and the sky still wore a leaden aspect. As night approached the rain commenced again and continued with unequal force at intervals far into the night. During the day reports reached the City of the detention of trains on different lines, owing to the storm. The mails were behind, especially from the South, to the extent of several hours, and business was deranged somewhat too, in consequence. A land-slide was reported on the Erie Road and a bridge near Wilmington was said to have been swept away, which it would require several hours to repair, so that further delays may be looked for if the reports, received by Mr. Pierson, of the Post-office, be true.

The streets, last night, were flooded, a circumstance that may materially aid in cleansing them, but which certainly made traveling rather unpleasant. For its long dry time the country, at least hereabout, is being amply drenched, but this distribution of wet and dry weather is, to say the least, a little irregular. The Erie mail, last evening, was three hours and a half behind time, and the Southern mails were four hours late.

A FALSE REPORT ABOUT THE PLYMOUTH ROCK.

A rumor of a most distressing character was circulated throughout the City early last evening, and it traveled with the rapidity that usually attends all bad news. The horrible story was nothing less than the reported loss of the Long Branch steamer Plymouth Rock, with upward of 400 passengers aboard. Every one who heard it was naturally astounded at the report of such a frightful calamity, and few paused to reflect on its improbability. In the absence of any recent "terrible disaster," the minds of many mercurial persons seemed suddenly aroused to the necessity of believing it without question. Though the rumor had but a short time for spreading before the arrival of the boat all safe and sound effectually checked it, the frequenters of numerous public resorts seemed in a measure satisfied of its having foundation in fact. The news seemed to have come too directly to be doubted.

It was said that a gentleman stopping at a leading hotel in this City, received a telegram from a friend at Long Branch, saying that the master of a pilot-boat, the number of which was mentioned, had seen the Plymouth Rock strike near the South-west Spit, and that she had lost a great many passengers. Then, again, the story went that another message had been forwarded from Quarantine to the same effect, and both taken together passed for truth. The knowledge of a storm at Long Branch and along the coast was a sufficient foundation of itself on which to base entire credence in these stories, when people have beforehand arrived at the conclusion that such frightful "accidents" are the rule, and not the exception. No doubt much distress was occasioned to the City friends of those who left New-York for Long Branch in the afternoon, and many messages were sent back and forth before is was discovered that there was no foundation for the false report. Although the night was wet and gloomy enough to deter most persons from venturing out except on pressing business, a little crowd gathered on the pier at the foot of Murray-street about the time the steamer should have returned, and every moment's additional delay added to their fears for her safety. Two different boats were sighted by some of the company's officials on the dock at different times, and each pronounced in turn to be the Plymouth Rock, but as each came nearer the mistake was apparent, and the officers did not venture any further opinions, "as were opinions," until the Plymouth Rock, beyond all mistake, steamed steadily to her pier at 9:15, being an hour and a quarter behind her schedule time, and only three-quarters of an hour later than the latest time usually made by her. Although nothing appeared to be the matter, it was still feared that some slight accident might have happened to give color to the rumor of a graver one, and increased on its travels. But no, the story was cut out of whole cloth. No more serious difficulty had occurred than the delay itself, which was occasioned by the washing away of a part of the railroad track at Seabright. One of the officers of the Plymouth Rock accounted in a measure for the origin of the rumor regarding the steamer. He said that a report had been circulated in Long Branch that the steamer Sea Bird, which runs to the Highlands and Red Bank, had run aground and was in distress, with forty passengers aboard, who were also reported lost; but even this story was as unfounded as the other, for he saw the Sea Bird going into her pier all right when starting on his down trip. Besides, it is not regarded as a dangerous circumstance for the Sea Bird to run aground while entering the Shrewsbury River, as steamers can seldom pass into the river without touching the sands, except at high tides.

REPUBLICANS IN ENGLAND.

THE DUKE'S MARRIAGE GRANT.

THE SUBJECT IN PARLIAMENT—THE COST OF A QUEEN—POPULAR SENTIMENT—AN ECONOMICAL COURT.

From Our Own Correspondent.

LONDON, Saturday, Aug. 2, 1873.

The Republicans, who have been very quiet of late, have seized upon the marriage grant to the Duke of Edinburgh as an opportunity for making a little demonstration of existence. Sir Charles Dilke, Mr. Peter Taylor, and a handful of other members, have lifted up their voices against the vote in the House of Commons, and a number of mass-meetings are to be held in different parts of the country—Hyde Park included—to echo the protest. The leaders of the party are wise in their generation. It used to be one of the great arguments against allowing mass-meetings in London, that they would be employed in order to intimidate Parliament. But, in point of fact, they are usually held, not during the sitting of Parliament, but after Parliament has risen for the holidays. The reason of this is, simply, that during the session the newspapers have room for scarcely anything except foreign telegrams and Parliamentary reports, and Republican and other meetings are squeezed into a contemptuous line or two in an obscure nook at the bottom of a column. There is a great deal of human nature about Republicans, and they do not see the fun of holding meetings and bawling themselves hoarse unless their speeches are reported. As soon as Parliament is up, there is vacuity at once, and anything is welcomed that will do to fill up the papers. It may be presumed that we are now in for a brisk season of people's meetings; and the grants to the royal family will be made the most of as a subject of agitation. Of course there was an overwhelming majority in favor of the grant, and the minority voted against it merely for the sake of the principle involved.

THE MAINTENANCE OF ROYALTY.

As far as this particular vote was concerned, they had a very weak case. It has always been the custom to provide for the children of the sovereign in accordance with the positions which they are expected to fill. This is part of the bargain made with the Queen when she ascended the throne; and, if there is to be any change in this respect, the proper time to make it is at the beginning of a new reign. The Duke of Edinburgh has hitherto had £15,000 a year, and an additional £10,000 is not a great deal to keep a Grand Duchess on. One of these days, in the natural course of things, the Duke will succeed his uncle at Saxe-Coburg, and Mr. Gladstone remarked yesterday that the late King of the Belgians had set an example of what should be done in such a case by giving up his annuity from England when he identified himself with another State. In any case the country will have it in its own power to determine whether any allowance should continue to be made to the Duke. It is obvious that if a royal family is to be kept up at all, it should be kept up handsomely. At present it costs the country £515,000 a year—£385,000 for the Queen's Civil List, and £130,000 for the rest of the royal family; and, as Mr. Gladstone said, half a million a year is not a very large slice out of a national income of £800,000,000. It is true that the expenditure on this account is further swollen by the pay and allowances granted to the Princes as honorary colonels, rangers of the parks, and so on; but they do not hold these places as princes, and these items, therefore, do not enter into the general question. Prince Leopold and Princess Beatrice have yet to be provided for, and something more will have to be done for Prince Arthur when he marries; and then the list will be closed. There is an old Scotch proverb which says that when you have managed to eat up a cow, it is not worth while making a difficulty about finishing the tail, too, while you are about it; and this is the feeling of most Englishmen on this subject.

POPULAR DISSATISFACTION.

There is no use, however, in trying to shut our eyes to the fact that, among the lower and even among considerable sections of the middle classes, a good deal of dissatisfaction does prevail. It may be unreasonable dissatisfaction, but it exists and should be recognized. If the Republicans have not taken much by their protest in this instance, Mr. Gladstone, at least, has done his best to give them a lift, and to put the royal family in an entirely false position. A strong effort has been made to suppress all marks of disapprobation. Mr. Gladstone, in proposing the vote, made a pointed appeal to the House of Commons not to raise or even hint at any objections, and yesterday he worked himself into such a passion on the subject that he declared Sir Charles Dilke's opposition to be "indecent." There were cries of "Oh," and several members rose to rebuke the Premier, who explained that he did not question the right of the House to discuss the subject freely, but that he thought it improper that a small minority should persist in its opposition in the teeth of the great majority of members. He added that royal princes have feelings like other people. Now, there are a great many persons who are quite willing that the princes and princesses should be liberally provided for, but who resent Mr. Gladstone's theory that these allowances should be settled privately between their royal highnesses and the Government, and should then be passed without the slightest question by the House of Commons. This is not fair to Parliament, and it is not fair to the royal family. There could not have been a greater mistake, in the present state of public temper, than to suggest that grants to the royal family are too sacred to be made the subject of profane debate, or that there is anything connected with them which will not bear full examination. The late Prince Consort was a very sensitive person, but he did not leave the country and throw up his annuity because the House of Commons cut it down from £50,000 to £30,000; he was very glad to take what he could get, and went on taking it with great equanimity all his life.

AN ECONOMICAL COURT.

While the working classes object to the grants to the royal family on purely economical grounds, the middle classes do not object to the grants in themselves, but to the use which is made of them. The shop-keeping class would willingly maintain the sovereign in great splendor, and would not look too narrowly into the cost. What they complain of is that the Court should get so much money in order that it may come out grand, and that, in fact, it should be not grand, but shabby. That the expenses of the Court have been greatly reduced cannot be denied. The Queen never gives any entertainments, with the exception of one or two concerts, and perhaps a garden party, in the year, and even ambassadors can hardly be persuaded to drink the wines furnished on these occasions. This year the Prince of Wales has, in honor of the Czarewitch, who will soon be doubly his brother-in-law, given a dinner and a ball, but as a rule Marlborough House is closed to company. Of course, there are plenty of noblemen and gentlemen who are only too happy to entertain the Prince, and as the Prince could hardly, without a troublesome alteration, not only of the almanac, but of the number of hours in each day, go out to more dinners than he does, he has clearly no time to give dinners at home, unless, indeed, the guests chose to dine without their host. The generous Prince who is about to wed the richest heiress in Europe, some years ago paid a visit to Australia, and the expenses of his visit have year after year been figuring in the Government estimates. In these records he is represented as having handsomely subsidized the colonies, but the outraged colonists, after careful and prolonged inquiries, have not been able to discover, among people who dared to acknowledge them, any gifts that could be valued at more than £20 15s. 6¾d. F. H. J.

WASHINGTON.

LOANS BY BANKS ON SPECIE DEPOSITS—THE STORM—COMPLAINTS IN REGARD TO SUPPLEMENTAL MAILS.

Special Dispatch to the New-York Times.

WASHINGTON, Aug. 13.—Some interest is manifested with regard to the appointment of the American Commissioner to join the Commission soon to meet at Halifax, under the Treaty of Washington, to determine the relative value of the concession made by either party to that treaty. The British authorities here are of the opinion that the United States will have a considerable amount to pay the Canadian Government on account of the supposed superior value of the fishing privilege conceded by the latter, inasmuch as the fisheries upon our own coast have comparatively little commercial value. We have not, however, admitted in the treaty that our fisheries are inferior, and our Government has constantly maintained that even if they are inferior, the right of the free entry of Canadian fish in our markets is more than an equivalent. The determination of the relative value of these fishing privileges is left to a board of commissioners, one of whom is to be appointed by the President of the United States, one by the Queen, and the third by both these personages conjointly. In case of non-agreement, the third commissioner is to be chosen by the Queen of Great Britain and the Emperor of Austria. Our Government has not yet indicated its choice. It is understood that a discussion of the three-mile limit will come up when the question of the value of the fishing privileges is raised. Upon this point there now exists a radical difference of opinion between the British Government and our own. Great Britain has maintained that the three marine miles from any of the coasts, bays, creeks or harbors specified in the treaty were to be measured from the extreme point of land next the sea, or the coast, or of the entrances of bays or inlets of the coast, and that, consequently, American fishermen have no right to enter the bayous to fish, even though they may be out a greater distance from the actual shore. Our Government, on the other hand, maintains that our fishermen have the right to fish within the three marine miles of the shore at the bottom of all bays, harbors and creeks from which we are not excluded by the treaty of 1818. This question, which has already nearly led to serious complications between the two Governments, would seem to be left to be settled by this new commission.

BANK LOANS ON SPECIE DEPOSITS.

The Controller of the Currency has information that the improper practice on the part of certain national banks in New-York, in making loans upon specie deposits reported as reserves, is not as extensive as has been alleged. A letter has been received from a gentleman who has given the matter much attention, which states that the public have been misled. The Controller of the Currency has, in no event, jurisdiction of the practice, except in the case of false returns.

SPECIAL STAMP TAXES—THE POST-OFFICE.

The Commissioner of Internal Revenue to-day issued some new regulations to collectors of internal revenue, with reference to the accountability of those officers for special stamp taxes.

The Post-office Department understands that the complaints made relative to the recent establishment of supplemental foreign mails at the New-York Post-office proceed almost entirely from parties interested in the private carrier business, who have charged eight cents for each letter mailed after closing hours. No regulation of the department prevents merchants from still using private messengers, as the mail-bags are still held open at the dock. The charge of double postage after the regular mail has closed is based upon the experience of Great Britain and other foreign countries where a sliding scale of additional postage exists for supplemental letters.

MISCELLANEOUS.

Secretary Richardson this afternoon telegraphed the United States District Attorney at Baltimore to appear before the State Court in defense of the Custom-house official who is under arrest for shooting a seaman while smuggling gin on shore.

Dispatch to the Associated Press.

FINANCIAL.

The following were the balances in the Treasury at the close of business to-day:

Currency	$10,540,500
Special deposit of legal tender for redemption of certificates of deposit	34,750,000
Coin	81,543,075
Including coin certificates	43,410,200
Outstanding legal tenders	356,000,000

The internal revenue receipts to-day were $166,766.

NAVAL ORDERS.

Preparatory orders have been issued from the Navy Department to Rear Admiral L. M. Goldsborough, commanding the Washington Navy-yard, to take command of the Asiatic station, relieving Rear Admiral Jenkins. Admiral Goldsborough will sail from this country to take charge of the fleet early in November.

THE TRANSPORTATION COMMITTEE.

A quorum of the Senate Committee on Transportation has been secured to meet at New-York on the 4th September. A large amount of valuable information on the subject has recently been received, including statistics from American Consuls.

NEW-JERSEY MILITIA.

TRENTON, N. J., Aug. 13.—Charges having been preferred by Col. J. Madison Drake against Gen. De Hart, Commandant of the Second Brigade New-Jersey National Guard, of conduct unbecoming an officer and a gentleman, and there not being time sufficient before the Grand Encampment, at Cape May, to order a court-martial according to the army regulation, Gen. De Hart has been relieved of his command, and Gen. W. J. Sewell is assigned to duty in accordance with his rank as Brevet Major General, and specially assigned to the temporary command of the Second Brigade. Gen. Sewell will, therefore, have command at Cape May of the encampment of the Second Brigade, which begins on the 18th and ends on the 23d inst.

FATAL RAILROAD COLLISION IN BALTIMORE.

BALTIMORE, Md., Aug. 13.—About 5 o'clock this evening two accommodation-trains on the Baltimore and Potomac Railroad came in collision at Townsend-street Junction, in this city. Both engines and several passenger-cars were badly smashed. George Allen, fireman, had his leg crushed and received other injuries, from which he died at 9 o'clock. Andrew Burrell, engineer, was severely injured. None of the passengers were hurt. The accident was caused by a train bound north running into one going south, the latter being behind time. Both trains were going slow at the time. Ex-Gov. Bowie, President of the road, was among the passengers on the south-bound train.

BY MAIL AND TELEGRAPH.

Only 170 Chinese came on the steamer Quang Se to California on her present trip.

The Utica races have been postponed until to-day on account of the heaviness of the track and prospects of rain.

At Quincy, Ill., Tuesday, a boiler in the People's Mill exploded, fatally injuring the engineer, a colored man.

A deputy sheriff of Monroe County, Arkansas, was killed on Saturday while attempting to arrest a desperado, near Augusta.

William Cullen and John Murphy, two of the convicts who escaped recently from Sing Sing, were caught at Tarrytown Tuesday night.

Dispatches from Charleston state that the heavy rains on the coast for the past few days threaten serious injury to the cotton crop.

All the vessels from Eastport, Me., engaged in the Bank fishing have arrived there within the past week. They have all been very successful.

At Selma, Ala., the first bale of new cotton was sold yesterday at 17½ cents per pound. The worms are lively throughout the cane-brakes west of Selma.

The pork-packers of St. Louis yesterday elected eighteen delegates to the National Pork-packers' Convention to be held in Chicago on the second Wednesday of September.

Dorcas Knowles, a maiden lady, aged seventy-one, committed suicide by hanging, at her brother's house, in Hampden, Me., yesterday morning. No cause for the act was assigned.

At Boston, 2,000 shares of new stock of the Eastern Railroad were sold at auction yesterday by order of the corporation. The whole lot was sold at 102¾ per share.

At Nashua, N. H., yesterday, Alfred Changnon, a Frenchman, aged twenty-one years, was drowned in the Nashua Manufacturing Company's Canal while bathing.

Dispatches from Bethlehem, N. H., to the family of Mr. Reeves, recently injured by the White Mountain Stage accident, are, that he continues to improve. The body of Miss Reeves has been sent to Philadelphia.

In Boston, yesterday, Daniel Whelton was tried and convicted in the Superior Criminal Court for the late murderous assault on Warden Chamberlin, and sentenced to ten years' imprisonment in the State Prison.

The agricultural editorial excursionists arrived from the East Tuesday night, at Salt Lake, and are engaged in looking over the various points of interest in the city. They will remain until Saturday.

The Supreme Council, Templars of Honor, were entertained at Rocky Point, R. I., yesterday. Addresses were made by Gov. Howard, A. W. Tibbitts, of Ohio; Charles Everett, of New-Brunswick, and others.

On Friday, a negro woman at Little Rock, Ark., put her two children to bed and went to church. When she returned she found the house burned to the ground. The two children perished in the flames.

The grand encampment of Odd-Fellows, of Maine, met at Skowhegan yesterday. W. E. Pressey, of Lewiston, was elected "Grand Patriarch." Thirteen encampments, numbering 1,314 members, were represented.

The Connecticut Capitol Commission yesterday decided to go on with the Point contracts for a State-house, with important modifications of the Upjohn plan, which greatly improve the building.

Attorney-General Williams has decided that no spirituous liquors can be introduced into the Indian country without the order of the War Department, and that the jurisdiction of that department is exclusive of all other authority.

The Treasury Department has requested the Department of Justice to instruct the District Attorney at Baltimore to appear as counsel for Customs Officer Geo. M. Carson, for the shooting of the person who attempted to land smuggled gin from a steamer at that port.

Peter Brown of Bath, N.Y., and Thomas Quinn, of Troy, both masons, while on a spree at Amsterdam, on Monday, engaged in a quarrel, when Quinn struck Brown on the head with a chair, fracturing his skull. Brown lived until noon Tuesday, when he died.

At New-Orleans a buggy, containing M. O. Larens and T. L. Couret, came in collision with a carriage on the shell road Tuesday night. Larens and Couret were knocked insensible. The former died without recovering consciousness. Couret is expected to recover.

LOSSES BY FIRE.

In Philadelphia, Penn., yesterday, the building Nos. 624 and 626 South Sixth-street, known as McDonough's Hall, was burned. The first floor was used as a rag store, the second for entertainments, and the third was occupied by tenants of the poorer class. The loss is $10,000.

The City Mills, in Quincy, Ill., owned by Whittemore Brothers, were burned, Tuesday night, with a considerable quantity of grain and flour. Loss $60,000; insured for $30,000 in St. Louis agencies.

ESCAPED FRENCH CONVICTS IN BALTIMORE.

BALTIMORE, Md., Aug. 13.—Three escaped Algerian convicts from the French penal colony of Cayenne, on the north coast of South America, whither they had been sentenced for ten years, one for robbery, one for murder, and one for assaulting a French officer, have arrived at this port. They claim to have escaped in company with 150 fellow-convicts, and after terrible sufferings in swamps and jungles, reached Demerara. Marshal Gray yesterday committed them to Bay View Asylum. The French Consul here wrote last night to the Consul General at New-York for instructions in the premises.

THE CROPS IN MINNESOTA.

MINNEAPOLIS, Aug. 13.—The editor of the *Farmers' Union*, who has just returned from a tour of inspection through the State, says that wheat-threshing commenced a week ago to-day, and that all the machines are at work. The yield in most instances turns out better than was expected. No field thus far threshed has yielded less than twenty-five bushels to the acre, while many run far above that figure. The oldest inhabitants have never seen so uninterruptedly favorable a harvest season as we have enjoyed this year.

THEFT OF RAILROAD PROPERTY.

BOSTON, Aug. 13.—Henry F. Bent, a carpenter, residing in Lawrence, after being arrested on suspicion, confessed the theft of a large quantity of season tickets from the Boston and Maine Railroad Company. He has returned in money and tickets $2,000 of the property.

A DISHONEST RAILROAD CLERK.

CHICAGO, Aug. 13.—George Harper, a young man employed as clerk in the Chief Engineer's office of the Illinois Central Railroad, has been detected in peculations by means of placing fictitious names on the pay-rolls, and drawing money thereon himself, by which he has succeeded in defrauding the company out of at least $19,000. Harper has a family, and was a man of sober habits. He had invested a portion of his savings in bonds, which, to the amount of $12,000, he has turned over to the company, and his friends having made up the balance, it is understood that the matter will not be taken into the courts.

THE CHOLERA.

CHICAGO, Aug. 13.—The number of deaths reported in this city during last week is exactly the same as the previous week, but a decrease of 95 from the corresponding week of last year. Of the deaths 102 were from cholera infantum.

LATEST NEWS BY CABLE.

GREAT BRITAIN.

REV. NEWMAN HALL—REPORTED SINKING OF A CLIPPER BY THE ALABAMA—THE STEAM-SHIP CITY OF RICHMOND.

LONDON, Aug. 13.—It is reported here to-day that the Allan line clipper-ship Abeona, from Montreal, for Glasgow, was run down and sunk by the State line steam-ship Alabama, from Glasgow, for New-York, and that the wreckage which it was at first thought came from the Alabama was a portion of the Abeona.

[In reference to this, the agent of the State Line Company writes: "As the ship Abeona only sailed from Montreal on the 6th and from Quebec on the 8th inst., it is clear that the rumor is without foundation, for the wreck, if there has been one, must have occurred while the Abeona was off Quebec."]

The new Inman steamship City of Richmond arrived at Liverpool to-day from Glasgow. On the trip she steamed over fifteen knots an hour.

DEATH OF MR. THOMAS C. ANSTEY.

LONDON, Aug. 13.—Thomas Chisholm Anstey, an eminent barrister and writer, died to-day, aged fifty-seven years.

AN IMPORTANT ADVANTAGE CLAIMED FOR THE CARLISTS.

LONDON, Aug. 13.—A special dispatch to the London *Standard* reports that Lissaraga has captured the town of Vergara, in Guipuscoa, twenty miles from Tolosa. The Carlists claim that this success is the most important they have had since the beginning of the campaign.

SPAIN.

A JUNTA OF PUBLIC SAFETY PETITIONED FOR.

MADRID, Aug. 13.—The Republicans of Barcelona have petitioned the Government to establish a junta of public safety in Catalonia.

LANDING OF SUPPLIES FOR THE CARLISTS BY A BRITISH STEAMER.

BAYONNE, Aug. 13.—A British steamer to-day landed at Fontarabia 2,000 rifles, fifty cwt. of ammunition, and forty horses for the Carlists.

CAPTURE OF THE STEAMER AT FONTARABIA—REFUGEES IN FOREIGN COUNTRIES.

MADRID, Aug. 13.—The British vessel which landed supplies for the Carlists at Fontarabia, to-day, was subsequently captured by a Spanish man-of-war, and towed into the harbor of San Sebastian.

In the Cortes to-day the Minister of State declared that he should demand the extradition of insurgent refugees in foreign countries.

FRANCE.

THE COUNT DE CHAMBORD TO RETURN TO FRANCE—RUMORED RESTORATION OF METZ.

PARIS, Aug. 13.—*Le Temps* and *Le Constitutionnel* publish a rumor that the Count de Chambord has partially withdrawn from his position in regard to the "White Flag," and will come to France to take up his residence there about the 16th proximo.

A report is current that Metz will be restored to France through the influence of Russia.

ITALY.

THE POPE EXPRESSES HIS GRATITUDE TO THE CATHOLICS OF THE UNITED STATES.

ROME, Aug. 13.—Cardinal Antonelli has addressed a communication to the clergy of the United States, stating that the Pope is deeply affected at the manifestations of sympathy he receives from his children in that distant land.

DEPARTURE OF THE SHAH.

BRINDISI, Aug. 13.—The Shah of Persia sailed from this port to-day for Constantinople.

FROM CUBA.

YELLOW FEVER ON BOARD THE UNITED STATES STEAM-SHIP CANANDAIGUA.

HAVANA, Aug. 13.—The United States man-of-war Canandaigua has arrived at Kingston, Jamaica, from Aspinwall, with seventy of her crew sick with yellow fever.

FATAL MISTAKE OF A DRUGGIST.

KINGSTON, N. Y., Aug. 13.—There is considerable excitement in this city over the death of a little son of William Holmes. The child had been suffering from cholera infantum, but had nearly recovered. To quiet restlessness the attending physician gave a prescription embracing four grains of aqua camphor. A druggist named Eltinge, by mistake, used spirits of camphor. The child was seized with convulsions after taking the medicine, and died in a few hours. The unfortunate blunder and serious result have caused great feeling.

RAILROAD COMPANIES CENSURED.

BUFFALO, Aug. 13.—Coroner C. R. Morrow concluded to-day the inquest on the body of Mrs. Pierce, who was killed some days since at a collision on the New-York and Erie, and Buffalo, New-York and Philadelphia Railways. The investigation was very thorough. The jury condemned the Erie Railway for running at illegal speed, and the Buffalo, New-York and Philadelphia Railway for employing an incompetent switchman.

THE CINCINNATI EXPOSITION.

CINCINNATI, Aug. 13.—The Exposition Commission, at a meeting to-day, reported that a general assignment of space will be made next week, after which exhibitors must take chances. The prospects for a grand success were never so flattering as at present.

ANOTHER EXCURSION BOAT ON FIRE.

BOSTON, Mass., Aug. 13.—The steamer Favorite, with an excursion party numbering 130 persons, took fire to-day in Boston Harbor, which caused considerable panic. The flames were extinguished without material damage. The passengers were taken off by a schooner which came alongside.

YACHTING AT BOSTON.

BOSTON, Aug. 13.—The third regular regatta of the season, of the South Boston Yacht Club, for prizes offered by the club, took place this afternoon from City Point. There was a fine sailing breeze from the north-east. The first-class boats got a beautiful start. The sloop Kelpie was the winner. The sloop Ripple won the second-class prize, and the sloop Maud the third.

DEATH BY FIRE.

OSHAMA, Ontario, Aug. 13.—The dwelling-house of Mr. Jordan, painter, was burned to the ground early this morning. His daughter, a girl seven years of age, was burned to death. Another of his children who was seriously burned, has since died.

THE CHOLERA IN THE WEST.

COLUMBUS, Ohio, Aug. 13.—There were two deaths from cholera to-day and one yesterday. The deaths were all of children in one family.

STABBING AFFRAY.

Last night, about 9 o'clock, James McGuire and Daniel McCauley, who both are boarding at the house of Pat. Hartigan, No. 522 West Fifty-first-street, had a quarrel. Hartigan, who was in bed at the time, was awakened by the noise of the row, and, jumping up, seized a knife, with which he inflicted severe wounds in the right side, face, and shoulder of McCauley. McCauley was taken to Bellevue Hospital, where the surgeons pronounced his wounds fatal. Hartigan was arrested.

NEW PUBLICATIONS

GUYOT'S PHYSICAL GEOGRAPHY.

PHYSICAL GEOGRAPHY. By ARNOLD GUYOT, author of "Earth and Man." New-York: SCRIBNER, ARMSTRONG & Co.

For many years the teachers of this country have been looking forward to the time when their schools should be furnished with a manual of Physical Geography from the pen of Prof. Arnold Guyot. He is everywhere known as the leading scientific geographer of the country, the pupil of Ritter, Humboldt, and Sheffers, and the peer of Kiepert, Petermann, Peschel, Von Roon, Daniel, and other German writers. Not only so, but his lectures, ever since his arrival in the country with Agassiz, and the perusal of his book on *Earth and Man*, have awakened and developed a love of comparative geography, of philosophical study of the forms of the globe, and of their adaptation to human wants, which no English text-book hitherto published can begin to satisfy.

The article on "Physical Geography," prepared by Herschel for the *Encyclopædia Britannica*, and separately reprinted; the summaries of facts and figures put forth by Mrs. Somerville, and by Page, Ansted, and other English writers, useful as they are, have fallen far short of the requirements of the science; and the lectures of Ritter, translated by Gage, with those of Marsh on "Man and Nature," have only helped to make the need of a suitable school-book more apparent. The modern methods of studying geology, zoölogy, botany, ethnology, history, and statistical and social science, now presuppose a knowledge of the physical structure of the globe. Dana's *Geology* contains a few pages on the earth as a whole and on continental forms, which are excellent as far as they go; but a kindred scientific discussion of the various portions of the globe calls for a volume devoted to the subject.

The admirable wall-maps prepared by Guyot as the forerunners of his text-books, and the primary and common school-books issued with his authority, have done something to satisfy the public demand. The wall-maps particularly are a credit to American learning and enterprise.

The previous labors of Guyot in lectures, college classes, scientific conventions, mountain measurements, and map publication, are now at last supplemented by a book on Physical Geography, which comes from his own pen. The form in which it is published is that of a thin quarto, introducing within the covers of a single volume, numerous full-paged maps, and an abundance of illustrations. This form has very great advantages over the octavo volume, or the "book and atlas" form which is common in Germany and England, and yet it is not unlikely that some who examine these pages will at first, because of their pictorial aspect, underrate their value—just as at first the introduction of pictures in the dictionaries of Webster and Worcester was decried. A closer scrutiny will show that the engravings are, for the most part, of great value in elucidating the text, and that the form adopted is really the most favorable for economy and convenience. We propose to examine this volume in three aspects—the maps, the engravings, and the text.

The maps are of two kinds; eleven of them are large—covering the full page—and illustrate the physical phenomena of the globe. In fact, they constitute a good physical atlas. All, or nearly all, of them were drawn at Princeton by two skillful collaborators of Mr. Guyot, Messrs. E. Sandoz and J. Krumholz, and were engraved partly in this country and partly at the well-known establishment of W. & A. K. Johnston, in Edinburgh and London. They exhibit the physical structures of the globe, the lines of equal magnetic force, the distribution of volcanoes and earthquakes, the tides and marine currents, isothermal lines, winds, rains, and the distribution of vegetation and the human races. The lesser maps include those which show the physical structure of each of the six continents, with two additional maps of the United States and two of the British Isles. The larger maps are usually accompanied by smaller appended diagrams.

It is not easy in the preparation of such maps to hit the exact mean between too much and too little detail. Simplicity and clearness are easily sacrificed to fullness of information. There is another danger likewise hard to avoid, that of giving the impression that these circumferential lines of the globe are exactly ascertained. Only a master's hand can make the just discriminations, and such a hand has been here at work. So far as we have examined the maps, they indicate conscientious and painstaking accuracy. The latest investigations of the best authorities are given, and a careful emphasis is bestowed on facts which are fundamental and general, while those which are secondary in importance are kept subordinate in the engraving and coloring.

Some of the pictorial illustrations are obviously from photographs; others are diagrams drawn for this work. The latter as a general rule excel the former as an elucidation of the text. We should question whether there was any gain in the introduction of such illustrations as the portrait of Humboldt, the Lisbon earthquake, the views of Lake Como, the Rhine, the Yellowstone Falls, and the like, but it is more than probable that both author and publishers have felt called upon to make these allowances to youthful entertainment, and certainly they do not detract from the merits of the work. On the other hand, the cuts which illustrate characteristic plants, animals, and races of men, those which exhibit in condensed views the attitudes and aspects of various regions, and those which show the structure of river deposits, (pages 49 and 50,) the formation of coral islands, the laws of storms, the comparative areas of continents, and the axial lines of mountains, are very clear and useful to the scholar.

After all, the chief merit or demerit of such a book consists not in its maps or cuts, but in its text. In this respect we do not hesitate to bestow the highest praise upon the treatise of Prof. Guyot. In clearness of style, comprehensiveness of plan, subordination of minor matters to general principles, skillful introduction of tabular statements, the preservation of a thorough philosophical spirit, with a freedom from tedious technical minuteness—the work is excellent. In these respects it is worthy to stand by the side of two other scientific treatises for which our schools are indebted to our colleges—the botanical books of Dr. Gray and the geological books of Prof. Dana. When men of eminent scientific attainments like these and like those committed to the "international" series prepare our school manuals, we may have results very different from those produced by the "manufactured" text books which are too often brought forward.

The volume before us first treats of the earth in its entirety, under which head we have a discussion of its relation to the solar system, and a review of magnetic, volcanic, and meteorological phenomena—in short a brief treatise on the "Physics of the Globe." This part of the book is very short, for it touches on some of the most difficult questions in respect to natural phenomena, for which the reader of such a book as this can hardly be prepared.

Next comes an analysis of the structure of the earth, each continent being separately examined. The waters, both marine and continental, form the next division. "The Atmosphere" is the third head—and here the phenomena of temperature, winds, rains, snow, and glacial action are considered. The fifth or concluding part of the work is devoted to the life upon the globe—first the vegetation, then the animal life, and finally the human race. The brilliant generalizations which were thrown out by the author in his early lectures upon "Earth and Man" are here repeated in new language, but in the same suggestive and masterly way.

Good typography, including a very skillful use of different kinds and sizes of type, distinguishes this volume, while analyses, and questions, and reviews, are provided for those teachers who desire them.

On the whole, we are confident that the publication of this volume will be of great service to education in this country. It has lately been publicly shown by some of the examiners of candidates for admission to our best colleges that the geographical attainments of such young men are the most deficient, and often ludicrously inaccurate. An enormous amount of time is wasted in primary and grammar schools in the acquisition of names, figures, items which elude the grasp of the memory because they are not seen in their relations to other facts. In most of our schools the entire system of teaching geography should be changed; more knowledge might be acquired at a saving of much time. The book before us, well taught, will fit the scholar to pursue higher scientific studies with interest. It might well be made a standard book for the examination of candidates for admission to college, or if the schools of the country are not yet up to that, it might be introduced as a book upon which the student before the close of his Freshman year should pass a satisfactory examination. In the public high and normal schools, and in academies throughout the country, the book is sure to find a welcome all the more hearty because of the "hope deferred."

One more service Prof. Guyot should endeavor to render in addition to the many he has already bestowed upon the country of his adoption, the preparation of a work on the "Physics of the Globe." But whether he does so or not, he is entitled to the satisfaction of knowing that, from Maine to California, his influence as a teacher has been powerfully felt. His love of truth, his philosophical patience and composure, his enthusiastic study of nature in the open air, in the cabinet, and in the library; his generous co-operation with the promoters of public education, and his rare power of inciting and developing the minds of the young, have gained for him, far and near, a band of disciples who love and honor him—who will turn to this book with an eager zest, and who will do their part to encourage in the schools of the country a study of the earth upon the scientific basis which he has so ably exhibited.

THE ENGLISH CONSTITUTION. By WALTER BAGEHOT. New and revised edition. Boston: LITTLE, BROWN & CO.

We noticed this work at some length when it first appeared. It has now received considerable additions—more especially, a long introduction, in which some important political events of the last few years receive careful consideration. As a manual of the English Constitution, we know of no single work so clear and useful as this. It is a book which no intelligent political student can afford to leave unread. Messrs. Little, Brown & Co. have reprinted it with their usual care, and in its present shape it is better fitted for the library than the English edition.

PROPOSALS FOR PUBLIC WORKS.

The following are the successful bidders for public works, the proposals for which were opened on the 12th inst. Awards will be made by Commissioner Van Nort in a few days:

SEWERS.

Outlet sewer from Manhattan through One Hundred and Thirtieth-street to Hudson River, with branches, $83,177 50; Abraham Dowdney.

Eighty-third and Eighty-fourth streets, between Eighth and Ninth avenues, &c., $14,469; J. G. Lane.

Fortieth-street, First and Second avenues, $3,325; M. Smith.

Horatio-street and Greenwich-street, $1,216 75; T. Casey.

Dry-dock-street, between Tenth and Twelfth streets, $1,303 50; T. Casey.

First-avenue, between Third and Sixth and between Ninth and Tenth streets, $5,592; John Mulholland.

One Hundred and Fourth-street, between Second and Third avenues, $2,375; P. Farley.

One Hundred and Twentieth and One Hundred and Twenty-third streets, $7,564 50; John Mulholland.

Broadway, between Thirty-second and Fifty-ninth streets, $36,298 75; J. G. Lane.

Broadway, between Twenty-seventh and Twenty-eighth streets, $850; John Mulholland.

Fifty-sixth-street, between Sixth and Seventh avenues, $7,420; R. J. Howe.

Seventy-fifth-street, between First and Second avenues, $4,095; M. Smith.

Fifty-sixth-street, between Eleventh-avenue and Hudson River, $2,540; P. F. McGinn.

Drains between Fifty-sixth and Fifty-seventh streets, and between Lexington and Fourth avenues, $830; P. Farley.

Drains between One Hundred and Tenth and One Hundred and Twenty-fourth streets, and between Fifth and Eighth avenues, $40,619 95; E. Bradburn.

Alterations on sewer in Thomas-street, $3,580; F. Stallmeyer.

PAVING.

First-avenue, from Sixty-first to Ninety-second-street, $138,150; J. W. Pettigrew.

Forty-seventh-street, from Third to Fourth-avenue, $7,357 50; Murphy and Kearney.

Fifty-sixth-street, from Lexington to Fourth-avenue, $3,610; J. B. Devlin.

Fifty-seventh-street, from Sixth to Eighth-avenue, $25,015; D. McGrath.

Fifty-ninth-street, from First to Second-avenue, $2,901; J. W. Pettigrew.

Sixty-third-street, from Second-avenue to East River, $14,944; J. Gillespie.

Sixty-third-street, from Lexington to Fourth-avenue, $3,384 50; W. A. Cumming.

Sixty-ninth-street, from Third to Fifth-avenue, $16,040; C. Keyes.

Seventy-first-street, from Eighth-avenue to the Boulevard, $14,880; C. Keyes.

Seventy-fourth-street, from Third to Fifth-avenue, $15,540; J. W. Pettigrew.

Seventy-seventh-street, from Madison to Third-avenue, $10,447; J. W. Pettigrew.

REGULATING, GRADING, &C.

Gansevoort-street, from West-street to North River, $2,475 10; R. A. Cunningham.

Fifty-fifth-street, from Eleventh-avenue to North River, $5,310; M. Gavin.

Sixty-eighth-street, from Third-avenue to East River, $19,262; J. Gillespie.

Sixty-eighth-street, from Third to Fourth-avenue, $10,588 12; J. Bennett.

Sixty-ninth-street, from Third-avenue to East River, $20,168 30; J. Clark.

Eightieth-street, from Eighth-avenue to River Drive, $28,104 96; R. H. Tracy.

Eighty-second-street, from Fourth to Fifth-avenue, $2,838 80; D. Crowley.

One Hundred and First-street, from Ninth-avenue to Boulevard, $16,712 49; H. Wagner.

One Hundred and Sixth-street, from Third-avenue to East River, $19,390 32; D. Crowley.

One Hundred and Eighth-street, from Fifth-avenue to East River, $81,841 42; Mills & Ambrose.

One Hundred and Twenty-sixth-street, from Eighth-avenue to Laurence-street, $6,949 55; W. Gilfoyle.

One Hundred and Fifty-second-street, from Avenue St. Nicholas to Eleventh-avenue, $3,430 20; J. Murray.

CURB, GUTTER, AND FLAGGING.

Sixty-first-street, from Ninth to Tenth avenue, $1,676 55; J. Clark.

Lexington-avenue, from Sixty-first to Sixty-second street, $1,281 10; D. Crowley.

Fifty-seventh-street, from Ninth to Tenth avenue, $3,177 48; J. Clark.

Fifty-seventh-street, from Sixth to Eighth avenue, $6,201 63; J. Clark.

Fifty-first-street, from First to Third avenue, $2,351 22; J. Stewart.

WARDEN TRACY'S BILL.

Mr. H. H. Anderson appeared before Judge Davis in Supreme Court, Chambers yesterday, and moved for a writ of mandamus to compel Controller Green to pay the bill of Warden Tracy, of Ludlow-street jail, amounting to $31,199,77. The bill, it appeared from the papers, was audited by the Board of Supervisors and allowed at that amount, and it was contended by Mr. Anderson that, as to all claims presented against the County, the Board of Supervisors had sole control; that in auditing them they acted in a judicial capacity, and their decision was final. In support of this, counsel cited a long list of decisions and claimed that the Controller's duty in the matter was purely ministerial. Mr. Andrews, of the Corporation Counsel's office, contended on behalf of the Controller that the intention of the Legislature was, under the act of 1857, as an additional safeguard to the City and County funds, to give the Controller power to supervise the finances of both, and reaudit claims even after they had been passed upon by other boards. In pursuance of this assumed authority the Controller had refused to pay this bill, which, so far as it was in a shape to be examined, was exorbitant. Among its items was one charged at $28,464, which a competent expert had asserted should not exceed $8,806. Moreover, Mr. Tracy, the claimant, had offered to reduce the amount ten per cent. Under these circumstances he deemed his right to reaudit not only clear, but necessary and proper.

Judge Davis took the papers, reserving his decision.

LONG BRANCH.

THE RUSH ON SATURDAY AND SUNDAY—DRIVING—THE HOPS AND THE JOCKEY CLUB.

From Our Own Correspondent.

MANSION HOUSE, Monday, Aug. 11, 1873.

Rooms in the Long Branch hotels are at a premium. A man who arrived here on Saturday evening was forced to make his bed on the sandy beach. He was lulled to sleep by the dull roar of the breakers, and was awakened in time for breakfast by a huge wave, which first knocked against his sandy bedstead and then stole softly upward and covered him. He was a little hoarse, so he got into a hackney coach and went to the Clarendon Hotel, where a cocktail was mixed for him strong. After drinking it, he said he felt wet but better. His excuse for getting into that condition in which a man can sleep anywhere, even on a pile of sea-weed, was that he felt mad at himself for leaving a good bed in New-York to be locked out of doors on the seashore. The multitudes which came on Saturday and Sunday morning were so large that the hotel-keepers were in a quandary as to what to do with the unfortunate people. Parlors were filled with cots and turned into dormitories. At the Mansion House, all the hotel people, from the proprietor down, were forced to give up their rooms to visitors and wander about the greater part of the night sleepily disconsolate. The head clerk, after filling all the cots with would-be sleepers, supplied those who insisted upon having some sort of a place to retire to with sofas and such stray bits of bed-clothing as could be found after careful searching. Then he distributed shawls, great coats, and unbolstered pillows for "shake-downs" on the parlor floor. His resources were finally exhausted, and he dismissed those who continued to demand and appeal for accommodations with a recommendation to go to the East End or elsewhere. Some sensitive people imagined he was hurling profanity at them, and were indignant until they discovered that he meant the hotels at the east end of the Branch. All the houses were full, however, though some were better prepared for a rush than others, the proprietors of the Ocean House managing to supply everybody they cared to board with a cot, which is better after all than two persons in a bed intended for one. In spite of the discomforts which may be imagined from this state of things, life at Long Branch was never more enjoyable. This season has seldom been equaled for gaiety, and there were certainly never more people here.

The beach is thronged during the hours for the "grand bath"—between 11 A. M. and 4 P. M.—by the inmates of the hotels watching the many bathers as they are battered about and drenched by the surf. Children romp, dig holes in the beach, throw sand all over forgiving mammas and vexed servant-maids, and are as happy and merry as they can be. Eligible bachelors and marriageable ladies, young and old, promenade in couples and make new conquests or renew old vows, and much of this sort of thing will no doubt end, as is usual every Summer, with marriage bells. In the afternoon Ocean-avenue is crowded with riding conveyances of all descriptions, from the light sulky to the dashing four-in-hand and the big lumbering stage-coach. Everything is excessively dear, except hack and carriage hire, and so everybody indulges in the luxury because of its cheapness. Many of the lady drivers of Long Branch have become experts, and "handle the ribbons" behind teams of fast trotters with the dexterity of veteran roadsters of the sterner sex.

RUNAWAYS.

Accidents from runaways are of alarming frequency. That somebody has not been killed before now is a miracle. Every day there are scenes of this kind, and in several instances people have been badly bruised and hurt. The other day a horse attached to a light carriage, in which were a gentleman and his young son, dashed along Ocean-avenue at a frightful speed, and suddenly turning around the corner at Helmbold's block, would have dashed the vehicle to pieces before a rescue but for some hackmen, who fortunately arrested its progress in time to save the occupants of the carriage from serious injury or loss of life. On Sunday there were several dangerous runaways, and in the evening a collision between two vehicles resulted in the wounding of one man and the killing of a horse. One of the vehicles was a hackney-coach with two horses, and the other a one-horse buggy, with two riders. The horse ran away with the buggy and galloped down the avenue to the imminent peril of its occupants, people in passing vehicles and women and children crossing to and from the hotels and beach. When the runaway reached a crossing near the Mansion House it suddenly turned the corner and violently collided with the coach just coming up the street. One shaft of the buggy was driven into the breast of one of the coach horses and killed it. The other struck the coach-driver and inflicted a painful wound in his side. The two men in the buggy were violently thrown out but fortunately escaped unhurt. The incident caused much excitement, and was commented upon as a striking example of the unskillful and reckless driving now too common on the crowded avenue.

LONG BRANCH HOPS.

One of the most brilliant hops of the season took place at the West End Hotel on Saturday night last. It was remarkable for the large number of well-known politicians present. The hop was given for the benefit of Ernest Meyer, leader of the West End orchestra, and a large sum of money was realized for him by the committee of West End folks who managed it. Miss Nellie Grant, Miss Murphy, and Miss and Mrs. Drexel opened the ball, and among those present were Speaker A. B. Cornell and family, ex-Collectors Murphy and Bernard Smythe, Gen. Porter, Marshal Ochiltree, of Texas; Gov. White, of Maryland; Commissioner Van Nort, of New-York; Judge Brady, Messrs. Hugh Hastings and J. Rhinelander Dillon, Assistant District Attorneys Lyons and Russell, Mr. Charles Hall, of the Providence and Narragansett Steamboat line; Mr. John S. Hoey, Jr., and all the members of the West End Jockey Club. On Wednesday evening next a grand hop is to be given at the Ocean House for the benefit of the sufferers by the recent fire in Portland. The Lelands, assisted by a committee of their permanent guests, are busily occupied in preparations for the event, and Wm. G. Keating, the leader of the Ocean House orchestra, has prepared an excellent musical programme, and will increase the number of his performers for the occasion.

THE WEST END JOCKEY CLUB.

The event, however, which bids fair to outrival all others in interest is the proposed race of the West End Jockey Club, in which, as has been stated, the horses are to be ridden by gentlemen riders. The prize—a silver urn, of elaborate workmanship—is kept safely under lock and key in the West End Hotel, and is occasionally exhibited for the delectation of the ladies and the encouragement of the young men who are doing their best to get rid of superfluous flesh. A meeting of the club was held at the West End Hotel on Saturday last, and the Executive Committee reported that all the entries had not yet been made, but it was hoped that by Wednesday they would be completed. All those who are to enter for the race are now in active training. Some of the horsemen may be seen riding on Ocean-avenue every day. Messrs. Remington, John S. Hoey, Jr., and Frank Durand, it is predicted, will lead in the race, although there is a young man training secretly, who some believe will enter the list like the Black Knight of yore, and carry off the prize to the astonishment of everybody. Mr. Richard Murphy and Mr. Billings it is also thought will be among the prominent contestants, even if they do not carry off the honors. There is much talk about the extraordinary wheelbarrow feat, which rumor says is to be performed by Mr. Lawrence Jerome, in payment of his bet that President Grant would not be elected for a second term. Many believe it to be impossible for a man who weighs about 240 pounds avoirdupois to wheel a barrow fifteen miles around Monmouth Park Course. It is said, however, that Mr. Jerome has been steadily reducing his weight, having lost by his severe training at least ten ounces within the last week.

One of the peculiar features of the crowds now frequenting Long Branch is the presence among them of large numbers of persons prominent in political movements in the City. Leading men of all parties congregate here, and men whose political ideas are generally believed to be entirely irreconcilable, meet upon pleasant, social terms. There is at the same time a vast deal of caucusing by men of the same party, and I am convinced from my observation that a great part of the Fall political campaign in the City is being planned by the sea-side. Of the leading Republicans who have been here within the past few days, we have had Hon. A. B. Cornell, Gen. Geo. H. Sharpe, ex-Collectors Murphy and Smythe, United States District Attorney Bliss, Assistant District Attorneys Lyons and Russell, C. Rhinelander, Mr. Dillon, Mr. Henry Clews and Commissioner Van Nort. Of Tammanyites we have had Richard Schell, (candidate for Congress from Mr. Brook's district,) and Judge Bedford. Justice Dowling has been stopping at the West End Hotel and Mayor Havemeyer at the Mansion House. In addition Messrs. N. A. Cowdrey, Jno. Bryan, Jacob Patterson, Col. Frank Howe, H. M. Ruggles, Judge McGuire, and Leonard Jerome, all gentlemen of political prominence, but whose politics I cannot remember at this moment, have been assembled here during the week. To "make the gruel thick and slab," we have Ethan Allen, the revolutionary chief of the late Liberal Republican Party and ex-Alderman D. D. Conover, a part of the same body. Rumor says that Mr. Allen is sick of political strife, and, having been put with the rest of his party *hors de combat* in the last Presidential campaign, intends to keep out of all such fights in the future. He was discussing, the other day, the prospects of the projected balloon voyage across the Atlantic, and seemed to regret that a complimentary ticket had not been sent to him.

ON NARRAGANSETT BAY.

A QUAINT AND QUIET SUMMER RESORT—ALONG THE SHORE FROM PROVIDENCE TO NEWPORT.

From Our Own Correspondent.

BRISTOL, R. I., Monday, Aug. 11, 1873.

On the eastern shore of Narragansett Bay, the waters of which divide the State of Rhode Island, about midway between Providence and Newport, is the pretty and ancient town of Bristol. It is a quaint, dull, delightful, aristocratic old place. When I call it aristocratic, I mean that there are not a few families able to tell all about their great grandparents, and who delight in having a coat of arms hung up over the mantel. Bristol is not a fashionable watering-place, but a quiet Summer resort. It has more Summer residents and visitors than many localities, which, having erected huge, barn-like structures, dignified with the name of hotels, are advertised as possessing unequaled attractions. There is but a single public house in Bristol, and that an uninviting tavern, which does not pretend to do a Summer business. Quite a number of Providence and New-York people have their Summer residences here. There are no palatial mansions like those Newport boasts, but many roomy and comfortable residences, surrounded by beautiful lawns, stately shade-trees, and luxuriant foliage, and commanding a view of the blue waters of the bay. The main street of the village runs parallel with the shore of the harbor. It is a beautiful avenue, more than a mile in length, lined on both sides with grand old elms, and furnishing a delightful drive and promenade. The scenery of the surrounding country, though neither grand nor startling, is attractive, and the roads in all directions are in excellent condition. The dullness which hangs over Bristol by day, is dissipated when evening sets in. As if by magic, the deserted streets become thronged, and the principal promenade is alive with pedestrians, mostly of the gentler sex, until a late hour. A favorite resort in the evening is the pier, at the lower end of the village, a private wharf belonging to a New-York gentleman who has kindly dedicated it to the public use. On a moonlight night, a majority of the inhabitants of Bristol may be found, at one time or another, on the pier enjoying the breeze which comes fresh and strong up the bay. In Bristol lives Herreshoff, the celebrated blind boat-builder, who, though entirely deprived of sight, models anything from a skiff to the largest yacht, and has turned out some fine specimens of naval architecture. Probably one-half the boats now in use on Narragansett Bay came from his establishment. His yachts are generally more noted for comfort and sea-going qualities than for speed, although some of them have turned out flyers. He has constructed quite a number of diminutive steam yachts, among them the unfortunate craft which was chosen for the referee's boat at the recent college regatta. One of the finest of his boats, the schooner yacht Faustine, was launched but a few weeks since, and has gone to European waters for the Summer. Just now his works wear a deserted look, and there is nothing on the stocks.

Although the town is dull in comparison with most of the bustling and wide-awake Rhode Island villages, it has two large cotton-mills in full operation, a sugar refinery, and a rubber-mill. If one seeks a few days or weeks of rest and quiet, in a place that nature has made beautiful, where the air is always bracing and the exorbitant rates demanded by the landlords and boarding-house keepers at the fashionable resorts are yet unknown, let him come to Bristol. There are many other points of interest on Narragansett Bay, which, with its beautiful expanse of water, its picturesque islands and shores of unsurpassed loveliness, the little State of Rhode Island may well be proud. The bay stretches from the great commercial and manufacturing City of Providence, which lies at the head of navigation, to fashionable Newport, which looks out upon the Atlantic. The intervening country, on both shores, is a succession of Summer resorts, whose charms are yearly growing into favor with the thousands who leave the great cities in the hot weather, seeking invigoration from the bracing sea breezes. The shores of Narragansett cannot strictly be called the sea-side, and yet the bay is in itself a miniature sea, and, barring the surf, has all the attractions that constitute the popular watering-place. At every point on the bay, following from Providence along the west shore and returning upon the east, you are always sure of a stiff breeze on the hottest of days, plenty of clams, all varieties of sea food, and, generally, a good beach for bathing. On the western shore, from Providence to Rocky Point, are hundreds of Summer residences, and a half-dozen beautiful little settlements that, during the season, are patronized by daily excursions and picnic parties, coming not only from all parts of Rhode Island, but from Connecticut, Massachusetts, and even more distant parts of New-England. Below Rocky Point, and just around Warwick Neck, are Oakland Beach and the Buttonwoods, both finely located and steadily growing in popular favor. A little further south and west is East Greenwich, with its celebrated female seminary, and lower down is Wickford, the point at which the New-York visitors to Newport leave the cars and take the boat. At the mouth of the bay is Canonicut Island, which, of late, has begun to assume some importance as a watering-place, and not only boasts of a new and commodious house, but is dotted with Summer residences, some of which are elaborate structures after the style of the most pretentious Newport cottages. The western shore, below Bristol, is attractive, but thus far sparsely settled. A few miles above Bristol is Warren, dull, but beautiful. From Nayatt Point to Providence, a distance of nearly ten miles, hotels and places of public resort line the shore. Among the more important are Riverside and Silver Spring, both of which are large establishments after the style of Rocky Point. Opposite Silver Spring, on a small island, is the splendid house, standing amid its fine grounds, of the Squantum Club. Almost hourly communication by boat, between Providence and Newport and the different points of interest along shore, may be had during the Summer season.

THE FULTON MARKET NUISANCES.

Mr. Charles W. Brooke, counsel for Brennan, one of the Fulton Market shed occupants, appeared before Judge Davis, in Supreme Court, Chambers, yesterday, with a view to argue an adjourned motion for an injunction to restrain the Board of Health from tearing down his client's stand. The case is similar to others decided by Judge Pratt before the action of the Board of Health, and as it was admitted that Brennan's shed, with the others, had been removed, Judge Davis said he could not see of what practical use an injunction could be to the relator, now that his shed had been torn down.

Mr. Brooke said he supposed there was no doubt of the shed having been removed, although it was not his place to admit it. What he chiefly desired in the case was a formal decision so as to make up the record with a view to future proceedings.

Judge Davis thereupon formally denied the motion for an injunction, incidentally remarking that while the Board of Health might abate a nuisance dangerous to health, it was not within its province to abate obstructions merely as such.

CIRCULAR TO UNDERWRITERS.

The following circular has been sent out by Collector Russell, of Boston:

CUSTOM-HOUSE, BOSTON, Mass.,
COLLECTOR'S OFFICE, Aug. 9, 1872. }

GENTLEMEN: The only safe method of obtaining relief from the liability of importers under their bonds to pay full duties on goods destroyed by fire while in bond, is to enter out such goods at once, applying for remission of duties. Very respectfully,
THOMAS RUSSELL, Collector.

Extract from telegram from Treasury Department, Aug. 7, 1873:

"Custody of goods damaged by fire cannot be surrendered to underwriters."

To owners of goods damaged by the late fire on premises of National Dock and Warehouse Company.

NEW-JERSEY POLITICS.

UNITED AND FIRM ATTITUDE OF THE REPUBLICANS—THE OFFICERS TO BE ELECTED.

The politicians of New-Jersey are already commencing work for the coming Fall campaign. The Republicans cordially indorse the Administration; and their members of Congress, Senator Frelinghuysen, and Representatives Hill and Halsey, have shown their appreciation of public sentiment by returning their back pay. The party, with a few local dissensions on minor questions, is united and vigorous, and will keep the State in the Republican ranks, into which it stepped last year. With no apology for the past, with no acts of maladministration to explain away, with no violation of any public trust, the Republicans of New-Jersey have proved true to their pledges, and will retain the public confidence and support, which they have so well merited. The Democracy of the State, on the contrary, are demoralized and disheartened. Their defeat of last Fall has created much bitterness and jealousies, especially in their strongholds, where they were overwhelmed by local differences, and the "rule or ruin" policy of disappointed aspirants. The majority of the party repudiate the so-called Allen County movement, and retain the "straight-out hard-shell Bourbon" type of the faith. The "Liberals" are not of much account any way, proving neither loss to the Republicans nor gain to the Democracy; and their sole organ says they are "wholly at sea, and only time and circumstances can determine what position they will take in future political struggles." It is probable, however, that most of them will return to their old associates—the regular Republicans—and the balance will drift into the Democratic ranks.

No general ticket will be run this year in New-Jersey—the highest official to be chosen in some of the counties being Sheriff. This is the case in Essex, the largest and strongest Republican county in the State, including the great City of Newark. State Senators, for three years each, are to be chosen in Cape May, Burlington, Hunterdon, Middlesex, Passaic, and Sussex Counties, represented now by Messrs. Beesley, Irick, Banghart, Jarrard, Williams, and Edsall. All of these gentlemen, it is understood, would be willing to accept a renomination, and it is probable that two of them, Messrs. Jarrard and Williams, will be returned. Mr. Beesley has been a representative for three years, and was an unsuccessful candidate for Senator in 1867, as was also Mr. Irick, both gentlemen, however, succeeding in 1870 by handsome majorities. Mr. Edsall has been six years in the Senate, Mr. Banghart was for two years in the Assembly, and Mr. Jarrard for three years in the Assembly. Senator Irick was also a member of the Assembly. So that it will be seen that all of them have been for several years familiar with the halls of legislation, and are willing to stay longer. Numerous candidates are looming up in the various counties, and in Hunterdon the Democratic politicians are reported to be very earnest in attending "camp-meetings." The first convention of the canvass will be held by the Sussex County Democracy in the latter part of this month, to nominate a Senator, Clerk, and Sheriff, at which, it is announced, no money is expected to be used, but at which, in reality, following the custom of the past, the longest purse will command the spoils. The present Senate stands 14 Republicans to 7 Democrats; the retiring members are 4 Republicans to 2 Democrats, and 10 Republicans and 3 Democrats hold over. The Republicans, unless local divisions produce defeat, should retain all four of their members.

The only other question to come into the canvass will be the selection of United States Senator to succeed Mr. John P. Stockton, Democrat, whose term expires on March 4, 1875. The Senators to be chosen this year will hold over and vote for his successor, so that the aspiration of various parties to a seat at Washington may, probably, influence not only nominations but the election of candidates. A full Assembly of sixty members will be elected. The last Assembly stood forty-five Republicans to fifteen Democrats, but it is probable, as several of the strong Democratic districts went Republican last year, that this year the Democracy will regain some of them and increase their number, which last year was the smallest they have had for years. One usually Republican district went Democratic last year, and will probably be regained. The Republicans will doubtless have a clear majority in both Houses.

Next year (1874) will be an important one in New-Jersey politics, when a Governor, Congressmen, and a Legislature to select a United States Senator will be chosen. The terms of the State Senators from Atlantic, Bergen, Cumberland, Hudson, Mercer, Morris, and Ocean will expire with the next year, and successors to them will be chosen in 1874. Four of them are Republican and three Democratic, and the Republicans ought to gain one or two counties. All the probabilities are in favor of a Republican successor to Mr. Stockton.

The only important local election before the November contest will be in Newark in October, when a Mayor, Common Council, School Board, Freeholders, and other city and county officials are to be chosen. The Mayor has the appointment of an Auditor and other officers. The side issues of temperance, Sunday observance, street improvements, &c., will, however, enter into the contest and it may be determined entirely independent of political conditions.

PACIFIC MAIL.

One of the members of the Pacific Mail Directory, and who also occupies an important position in the management, said yesterday that the suits which had been brought against the company by different parties, he was confident, had been started for stock-jobbing purposes, and that he believed that the value of the stock, taking into consideration the actual property and resources of the company, was not far from 60. He also said that a greater swindle had never been perpetrated upon holders of the stock than that by which it had been made to appear that the company was in an embarrassed condition, and that it was in danger of bankruptcy. With several new steamers upon the stocks, and which will be in readiness to sail at the time fixed in order to claim the Government subsidy, and which will also earn a large amount by their extraordinary service, the company is in better condition than ever before. He also said that there is really no trouble in Pacific Mail, and that the Stockwell matters, concerning which so much uncertainty exists, have no real foundation, and that they will not be brought up in the courts at all. He expressed himself as thoroughly disgusted with the action of several of the directors, who were eager to obtain the stock at a low figure by injuring the credit of the company, after they were placed in responsible and fiduciary positions, and stated that a strong effort was being made by several prominent members of the management to obtain control in the board, and discountenance the dissemination of false and injurious rumors.

GENERAL SESSIONS.

In the Court of General Sessions, yesterday, Recorder Hackett presiding, Assistant District Attorney H. Russell prosecuting, Thomas L. Lamb, an employe in the establishment of Lord & Taylor, against whom two indictments for stealing the property of the firm had been found, pleaded guilty to one charging him with having, on the 19th of July, stolen a piece of silk valued at $50. He was sent to State Prison for three years....Henry Devoe, against whom two indictments charging him with feloniously assaulting his wife Susan and a woman named Margaret Barry, with an ax, at One Hundred and Seventeenth-street and Fifth-avenue, on the 2d inst., was placed at the bar. The prisoner pleaded guilty to assault and battery, and was sent to the Penitentiary for one year....A boy of twelve, named Hugh McCarty, indicted for breaking into the saloon of Henry Van Oesen, No. 311 Bowery, on the 3d inst., and stealing therefrom the sum of $4, pleaded guilty to the charge, and was sent to the House of Refuge....William Kerrigan, well known to the police, charged with snatching a watch and chain from Henry Henne, Jr., of Tenth-street and Avenue A, while the latter was walking through Canal-street on the night of the 19th of July, pleaded guilty to grand larceny, and was sentenced to three years in State Prison....Rose Reilly, indicted for the larceny of $32 in money from Leopold Gollies, on the 8th inst., was tried and convicted. She was sentenced to three years' imprisonment in State Prison....William Pelch, tried for stealing a watch from Thomas Halpin, of No. 58 Gouverneur-street, on the 24th of July, was found guilty of petit larceny, and sent to the Penitentiary for six months....Joseph Doyle, indicted for stealing a quantity of cloth lining valued at $30, the property of Isaac Henchel, No. 50 Ridge-street, on the 15th of July, pleaded guilty to petit larceny, and was sent to the Penitentiary for six months.

ALLEGED FORGER CAPTURED.

At 1 o'clock yesterday morning, Capt. McKellar, of the Eighth Precinct, Brooklyn, arrested Alfred St. Clare, at No. 166 Thirteenth-street, on a charge of passing a forged check for $745, on Mr. John Burrell, a real estate dealer of No. 258 Thirteenth-street. The prisoner is the husband of the Mrs. St. Clare who was arrested and imprisoned some time since, on a charge of keeping a disorderly house. Alfred St. Clare left the city over a year since, and on returning, recently, said that he had been on a whaling voyage to the Arctic Seas. He made the acquaintance of Mr. Burrell, and a few days since asked the latter to cash for him a check drawn for $745 on the German American Bank of New-York, and signed by Williams & Haven, New-London, Conn. Mr. Burrell advanced him $300, and on presenting the check, was informed that it was a clumsy forgery. The police of the Eighth Precinct were informed of the fraud and, armed with a warrant, Capt. McKellar visited St. Clare's house at 1 o'clock yesterday morning. He expressed a desire to go through the rooms, as reports against the character of the establishment were in circulation, and was conducted by Mrs. St. Clare. Meanwhile, St. Clare heard the Captain's footsteps, and guessing how the matter stood, secreted himself under a bedstead in the attic-room, where he was quickly found by the officer. He was taken to court yesterday and remanded for examination.

THE CENTENNIAL CELEBRATION.

The Centennial Commissioners at Philadelphia have just published the journal of their proceedings up to May. The financial report is the only feature in it that will have much interest to the public, and from that the indications are clear that money is being scattered with a very liberal hand. The commission has been organized about sixteen months, but it only recently began active operations, the first annual meeting having been held on May 7, yet the expenditure to that date amounted to $46,338 08. This sum must now be largely increased, there having been the cost of the Fourth of July celebration, the premiums to competing architects, and also $500 for a design for a certificate of stock, besides the continuation of incidental expenses, salaries, &c., incurred since. The most important items are $19,416 for salaries, $9,689 for printing, $4,764 for advertising, and nearly $3,000 for furniture. From such a beginning we ought to expect grand results: although when we recollect that before May, when this account closes, very little had been done by the commission, it is exceedingly difficult to imagine the velocity with which the money will go when real work begins.

A DEFAULTING OFFICIAL.

Last year, it may be remembered, the Supervisors of Richmond County ordered an examination of the accounts of Mr. Abraham Winant, the County Treasurer, which resulted in finding a deficiency of over $19,000, made up of errors in accounts and illegal fees and allowances, which had been either overlooked or illegally audited by the preceding board. Mr. Winant has since restored to the Treasury about $6,000, and suits were brought to recover the balance. Recently an offer has been made on behalf of Mr. Winant to allow judgment for over $4,000 more, but a special committee of the Supervisors, consisting of Messrs. A. J. Wood and George G. Greenfield, appointed to look into the matter, have made a report adverse to Mr. Winant's proposition, and declaring that "there are large sums for which he is clearly accountable, and which, in our opinion, we would have no right as public officers to donate to the County Treasurer by the acceptance of such an offer." This report, after some discussion, was unanimously adopted, and the suit will be at once pushed for the recovery of the whole amount.

NEW-JERSEY STATE FAIR.

The managers of the New-Jersey State Fair at Waverly, to take place next month, are making arrangements to make it one of the best ever given. The display promises to be very fine, and as an additional attraction it is announced that President Grant will be present on the second day, and invitations have been sent to Speaker Blaine, and Govs. Dix and Hartranft, to meet him there at that time.

The Hunterdon County Agricultural Society will also hold a fair on Sept. 23, 24, and 25, and among other matters of interest will be a competition on field crops, for which it is announced that competitors must enter their application with full description, &c. A statement in writing of the kind of crop, quality and quantity of ground, its yield and adaptation for profitable cultivation, &c., must be presented to the committee at the next annual meeting of the stockholders, at which time the award will be made.

GERMAN IMMIGRATION.

The directors of the German Society, Sigismund Kauffman presiding, held a meeting at their office, No. 13 Broadway, yesterday afternoon, when from the reports submitted it appeared that during the past month 8,018 German immigrants were landed at Castle Garden, a decrease of 3,317 as compared with the corresponding month of last year. The number of arrivals of this class of passengers at this port since the 1st of January amounted to 67,334, a decrease of 11,052 as compared with the corresponding period of last year. The Relief Committee during the past month expended $195 50.

HUNTER'S POINT RIVER THIEVES.

Yesterday the police of the Third Precinct, Brooklyn, recovered 4,500 pounds of cable which was stolen from the Austrian brig Oscar on the occasion of the recent oil fire at Hunter's Point. The brig, after burning to the water's edge, stranded on the beach near Astoria and was there plundered by river thieves. About $1,100 worth of copper was stripped from her bottom, and four anchors and 100 fathoms of chain were carried off. Yesterday part of the cable was recovered from the junk-shop of J. Kelley, No. 65 Kent-avenue. The police are on the lookout for the thieves.

CITY HALL NOTES.

Police Commissioner Henry Smith had a long interview with Mayor Havemeyer yesterday. When Mr. Smith retired Mr. Beers, of the Council of Political Reform, was closeted with the Mayor for some time. The testimony taken in the case of Marshal Michael McGrath, of the Marine Court, has been submitted to Mayor Havemeyer, and a decision is expected to-day. Late in the afternoon a delegation of the Boston Common Council visited the City Hall. They were conducted through the Governor's Room, and the various departments, by Keeper Sutton.

A FEMALE SWIMMER DROWNED.

The body of the woman found floating off North Brother's Island on Monday, was yesterday identified as that of Mrs. Eliza Welker, a resident of New-York City. The deceased had been in the habit of bathing almost daily, and was a powerful swimmer. Being carried away by a current, she had evidently swam five or six miles before sinking from exhaustion. The remains were conveyed to Long Island City, where an inquest was held and verdict of found drowned was rendered, after which the body was delivered to the friends for burial.

CENTRAL PARK MENAGERIE.

The recent report of the Director of Central Park Menagerie contains the following statistics of the number of animals on April 1, of the last three years:

	1871.	1872.	1873.
Quadrupeds	89	104	199
Birds	143	208	347
Reptiles	14	11	35

Births during the last year, two lions, one leopard, two pumas, one camel, and one hyena, the last-named animal being, as is supposed, the first of the species born in the United States.

REVENUE SUITS.

Suit was brought in the United States District Court, yesterday, to recover the sum of $1,000,000 gold, for alleged undervaluation of invoices of imported goods, against John R. Platt, importer of bolting cloths, No. 79 Murray-street, and Edward A. Boyd, importer of glassware, also of No. 79 Murray-street. Suits are also instituted against them separately to recover $500,000 gold from Platt and $400,000 gold from Boyd. They state that they did not intend to defraud the Government, believing the goods to be invoiced at the proper value.

MUSIC AT MADISON-SQUARE.

The Department of Public Parks announce that, if the weather is fine, there will be music by the Central Park Band on Madison-square this afternoon from 5 to 7 P. M. The following is the programme:

PART I.

1. March, "Step Out"....Stredeke
2. Overture, "Fest"....Leutner
3. Waltz, "German Hearts"....Strauss
4. Grand "Caprice Militaire"....Von Hersdle

PART II.

5. Air, "Amaryllis"....Louis XIII
6. March, "The Chetah"....Bosisio
7. Grand selection, "Fidelio"....Beethoven
8. Mazurka brilliant for Cornet....Zickoff

PART III.

9. Paraphrase in Lorley....Nevsvadba
10. Polka, "Concert House"....Bilse
11. Selection, "Le Roi Carotte"....Offenbach
12. Galop, "Fourth Edition Express"....Silberberg National.

If the weather is fine there will be music at Central Park on Saturday next at 4 P. M., and at Tompkins-square on Tuesday next at 5 P. M.

ESCAPE OF THE MONEY-ORDER FORGER.

The money-order swindler, James W. Young, started from Massachusetts, in charge of Special Agent Hawley on the evening of the 3d inst., for the West, and on the 8th he crowned his exploits by a daring escape from the Deputy United States Marshal and his assistant, who were conveying him by rail over the Michigan Southern Railroad to Chicago. The feat was performed near Edgarton Station, a few miles from Toledo. About 3 o'clock in the afternoon, Young, who was in the ladies' car, feigned an attack of cholera morbus, and complained of suffering great agony. Some of the ladies in the car prevailed upon the agent to remove the handcuffs from his captive. This being done, the prisoner was allowed to retire to the closet, the agent remaining outside the door. But Young did not make his appearance within a reasonable time, and the officer became anxious and forced open the door. He found that the man had jumped through the window, preferring the risk of a broken neck to the horrors of prolonged imprisonment. A brakeman on the train observed the escape and signaled the fact as speedily as possible. Young, who appeared at first to have been stunned by his fall, picked himself up and made a bee line across the country. The train pulled up, but too late. The Deputy United States Marshal from Boston got off at Edgarton and put the authorities on the scent. Young, in escaping, left his hat and cane. Mr. Hawley reached Chicago on Saturday morning and related these facts.

BUILDING RAILROADS.

THE MODERN STYLE IN CONNECTICUT—HOW COMPANIES ARE NOW FORMED AND ROADS BUILT.

The New-Haven *Palladium* says that a complete change has taken place within the last five years in the manner of organizing railroad companies and constructing railroads in Connecticut, as well as in other States of the Union, and it enlarges upon the subject as follows:

"The railroad companies in Connecticut prior to the late civil war, and before speculation began to rage wildly throughout the country, obtained most of the means with which to construct their roads from cash subscriptions, made in good faith to their capital stocks. Very few of these old companies issued bonds or other evidences of indebtedness to an amount exceeding one third the actual cash cost of their roads. In fact most of the old railroads were prohibited by their charters, and by the general laws of the State from issuing bonds to a greater amount than this. It is true that in certain special cases authority was given to a few of the old roads to create a greater bonded debt than this, but it is equally true that in almost every instance where this was permitted the stock of the company became worthless, the companies defaulted in the interest upon their bonds, the bonds greatly depreciated in value, and great pecuniary loss fell to the lot of all who invested therein. On the other hand, those railroads in Connecticut which were in the main built on bona-fide cash subscriptions to capital stock have yielded a fair return to the original stockholders, and their bonds have ever maintained a good position and have been readily sought after by those seeking safe investments. The reason for this is plain. Any railroad that is reasonably sure to pay the interest upon its cost is almost certain to find people upon its line and capitalists enough to subscribe freely to its capital stocks. But even if such a road does not at first yield a dividend to its stockholders, if it has no large amount of bonds outstanding, it can very soon, by the gradual increase of business, be able to pay a fair interest to its stockholders. One great difficulty with the modern plan of issuing large amounts of bonds upon a railroad in process of construction is that large amounts must be paid out for interest before the road begins to earn anything whatever. Thereby the cost of the road is augmented—financial embarrassments, and not unfrequently bankruptcy, occur before the road is completed. A forcible illustration of the truth of this is found in the history of almost every railroad in Connecticut constructed or commenced within the last six or eight years. All have commenced with very small stock subscriptions, compared with the estimated cost of their roads; and in some cases even these small stock subscriptions have been deceptive. The main reliance has been in the issue of first mortgage bonds. First mortgage bonds in Connecticut railroads had in former years, as a general rule, proved safe and favorite investments. Farmers, mechanics, and others who had money to invest, were strongly prejudiced in their favor, and for good cause. For before the days of modern demoralization in railroad building, a first mortgage bond was seldom issued to an amount which could not have been paid off in full, if necessary, by the sale of the iron, lands, and rolling stock of the company. Speculative railroad corporations have taken advantage of this mania of the public for first mortgage bonds, and, as a result, this State has been flooded with the first mortgage bonds of uncompleted railroads, and, in many cases, the first mortgage has exceeded in amount the entire value of the road when completed.

The result of this state of things has been, that not a solitary railroad in Connecticut commenced within the last five years has realized sufficient actual net earnings to pay the interest on one-half of the amount of its bonds and debt. To say nothing in regard to the financial condition of the Boston, Hartford and Erie Railroad, which has foisted more than $22,000,000 of bonds upon the public, which are now ruling at about thirty-four cents on the dollar, we find the following to be the condition in the aggregate of the other new roads in Connecticut which are either wholly or partly completed and in operation, viz.: Aggregate amount of bonded and floating debt of these companies about $11,000,000; aggregate amount of the net earnings of the same companies over and above operating expenses, for the year ending Sept. 30, 1872, about $119,000. In other words, the new railroads in Connecticut, built under the modern demoralized plan, are not earning an average of two per cent. upon the amount of their indebtedness. It would seem that it was about time for men of ordinary judgment, before they invest their money in the bonds of a new railroad, to stop long enough to ascertain what proportion the amount of bonds to be issued bears to the amount of cash actually paid in by subscribers to the stock, and invested in good faith in the construction and equipment of the road. No new railroad in process of construction, or in contemplation, in the State of Connecticut, can safely issue more than $1,000 of bonds for every $2,000 of cash paid in on the stock and actually expended on the road. It is safe to assert that any man who purchases the bonds of any railroad in this State about to be built, which do not have as a basis $2 of cash paid in on the stock to every dollar of bonds issued, will soon regret his purchase, and wait in vain for the promised interest. Most of the railroads now are started by contractors and speculators. A moderate subscription to the capital stock is made by those within the ring, with an understanding that only a small installment will be called in; that bonds enough will be put on the market and sold to complete the road, and then stock "ad libitum" will be issued as a profit to the original parties. The originals are pretty sure to sell out their stock in time. If the stock does not sell for more than ten cents on the dollar, that per centage is just so much profit to the originals, while the loss comes upon the purchasers of the stock and bonds. Most persons are also greatly deceived by the estimated cost which the proprietors of new railroads place upon the roads which are to be constructed. A new road is about to be built. A prospectus is published, giving an estimate of the cost of the road completed and equipped. On the strength of this estimate the work is commenced and the bonds issued. Before the road is half finished the estimates are exceeded, the funds provided are exhausted, interest accumulates, and bankruptcy follows. The cost of nearly every railroad built in Connecticut during the last five years, has exceeded the original estimates nearly, and in some cases more than one hundred per cent., and it is safe to assert that not one of them would have been commenced if their projectors and the holders of their bonds had known in advance what they learned at the end. It would seem that it was about time for the Connecticut Legislature to take the matter in hand and enforce the old plan of prohibiting any railroad company from creating a bonded debt beyond one-third the actual bona-fide cost of their road.

There is one other respect in which the public is very frequently deceived in regard to the value and security of railroad bonds. It by no means follows that a mortgage bond is secure, even if the amount of the mortgage does not exceed more than one-third or one-fourth the cost of the road. The value of the stock and bonds of a railroad does not depend upon the cost of the construction of such road, but entirely upon the net earnings of the road from its transportation business. A bridge, a tunnel, or a heavy and expensive tressle-work, costing $500,000 or $1,000,000, on any particular railroad, does not make the mortgage bonds of that road any more secure than they would be if no such expensive structure existed. In fact the stock and bonds would be more valuable without it, for the reason that it contributes nothing to the freight or passenger receipts of the road, but adds materially to the cost of repairs and operating expenses. All capital expended in bridges, embankments, tunnels and grading, is practically sunk, unless the road earns enough to pay its running expenses. If, on account of a limited or unremunerative business, the earnings are less than the expenses, there is nothing left as security for the bonds except the equipments, lands, iron and other property that can be removed. Many millions of the bonds of new railroads in this State have been sold within the last three or four years, and none of them, now that the roads upon which they are issued are completed, or in partial operation, could be sold in any considerable quantity at anything like the price at which they were originally purchased, while many of them are comparatively worthless. At the same time the bonds of the old roads, constructed in the old-fashioned way upon sound business principles, are still held in high esteem, and will continue to be safe and good investments."

A NEW FIRE APPLIANCE.

The flying aerial ladder, which has recently been brought from Genoa, with the view of introducing it into the New-York Fire Department, was yesterday submitted to another test at the junction of Waverley-place and Christopher-street. Mayor Havemeyer, Dr. Hall, Commissioner of Public Parks, and Mr. Adams, of the Department of Public Buildings, witnessed the proceedings, which were conducted under the superintendence of Commissioners Perley and Hatch of the Fire Department. The Committee of the Common Council of the City of Boston, appointed to investigate the New-York system of fire extinguishing, consisting of Aldermen Cutter, Burt, Hynes, Pease, and the head of the Fire Department, Mr. Darrell, were present, and carefully examined the workings of the aerial ladder. The peculiar construction and method of its working have already been described in THE TIMES, and it is claimed that while it will not cost one-third the amount to keep it in running order that the one now in use costs, it is much more effective for the purpose of saving life and extinguishing fires, and that it can be got into operation in a tenth of the time now required by the hook and ladder. The experiment yesterday was not distinguished by any of the drawbacks which marked former exhibitions, and the members of the Fire Department and the Committee of the Boston Common Council were clearly impressed with its effectiveness and the simplicity and ease by which it is managed.

DOMESTIC MAIL NEWS.

A KENTUCKY ELOPEMENT.

The particulars of a very romantic Kentucky elopement, which had its denouement in Jeffersonville on Saturday last, are given by the Louisville Courier-Journal as follows: "The Young and Brown families, living in the neighborhood of Harrodsburg, in Mercer County, Ky., are well known by nearly everybody in that section of the State. They are blessed with plenty of this world's goods in the shape of fine tobacco land, and are families of standing and influence. The Young family are proud of a son named David M. Young, and the Brown family have pointed with pride and pleasure to their beautiful and accomplished daughter Anna, the joy and treasure of the household. The two families lived near each other, their lands joining. The two young members of the family met each other often, and an ardent affection sprung up between them. About six months ago this affection was made known to the parents, and the young lovers pleaded hard to be allowed to marry. The parents of both families refused to listen to such nonsense, saying that they were too young, at least Miss Anna, who was gently crowding 'sweet sixteen.' After a six months' entreaty, finding that the cruel parents would not relent, the 'two souls with but a single thought,' determined to elope to the Hoosier State to facilitate matters. The plans for the elopement were wisely prepared. The Harrodsburg Fair was going on. David would have his buggy there, and Miss Anna would get in to take a ride around the grounds and view the many attractions on exhibition. Friday morning was the day set, although Friday is said to be an unlucky day, and on the morning of that day all the members of the Young and Brown families, besides nearly everybody in the county, were on the Harrodsburg Fair Grounds. At about 10 o'clock in the morning Miss Anna was seen to get into the buggy with David. She was missed in about an hour, and search being made she could nowhere be found. It suddenly occurred to the relatives and friends of Miss Anna and David that they had eloped. The father of Miss Anna tore his hair and was really frantic. A big cousin of Anna (who ever knew a Kentucky girl that didn't have a big cousin?) mounted a horse and was soon lost in the distance. Another cousin, quite a young man, also left in hot pursuit of the runaways. The latter was more successful than the former, and came up with the party at Campbellsburg. He had Mr. Young arrested for kidnapping. An immediate examination by a magistrate resulted in the discharge of Young. The young cousin in the meantime had become reconciled, and said that if 'cousin Anna was going to be married, he wanted to see it done up nice.' This suited the fleeing couple, and they took the young cousin under their care and struck out on the Louisville pike for Jeffersonville. They traveled all night Friday and arrived in Louisville early Saturday morning, put up their horse at a livery-stable, and Mr. Young, leaving his sweetheart at a hotel, went out to find a friend to assist him. The friend was found in the person of Mr. Grant Allen, a well-known young man in Louisville, formerly a resident of Mercer County. A hack was procured, and in a short time the party were in Jeffersonville. Being green in the way of procuring licenses, Mr. Young told the deputy county clerk that the lady resided in Kentucky. That settled it as far as Mr. Goodwin was concerned, he refusing to grant the license. This was a terrible state of affairs, when Mr. Allen happened to find a friend who told him what to do. What he had to do is best for everybody not to know. But in five minutes from the time the advice was given Miss Anna was safely locked up in a room at the Bruner House, and her lover, Mr. Young, and his friend, Mr. Allen, were on their way to Charlestown, the county seat. They had not been gone more than an hour before two men came rushing into the Bruner House, nearly out of breath, and inquired eagerly if 'a party had been there to get married.' They were told that a party had been there, trying to get license, but not succeeding they had gone on up to Charlestown. 'Then they are not married yet,' breathlessly asked the spokesman. 'No, Sir,' was the answer, and off they started for Charlestown on the train at 11:15. In the meantime the young lady in the room had been apprised of the unwelcome presence, and, upon the men being described, she exclaimed: 'One of them is father; do not for the world let them know I am here.' After the disappearance of the father and friend, it was not half an hour before another man came and asked the same question. Who or what he was is not known, but he stated that he was a reporter of one of the Louisville papers and wanted to write up the affair. The new-comer seemed to have an idea that all was not as represented by the outsiders at the hotel, and took up a position in a doorstep opposite and watched the windows of the house closely. While this was going on, the friends of the young couple had thrown out sentinels, and several had formed themselves into a body-guard, and were stationed up by the door where the gentle Anna was ensconced. Two of the sentinels went out on the Charlestown pike to meet Mr. Young and apprise him of the danger. Another one had secured a minister to tie the knot. At 1 o'clock Mr. Young came in sight, and was seen waving his license over his head. He had been successful. He was informed of the state of affairs, and taken into the hotel through the back way. He was slipped up-stairs, and Dr. Locke in a few moments made the couple free from all danger by pronouncing them man and wife. After remaining at the hotel a short time, the newly-married couple departed for Louisville. At this hour of writing the old man has not returned from Charlestown. The affair created considerable interest and excitement in Jeffersonville."

PRIVATE FIRE APPARATUS.

The Boston Transcript says that the prevention and protection from fire by private means seems destined to become general among Boston firms whose business warrants the necessary expenditure in providing the apparatus. Since the great fires the need of positive measures in addition to those publicly taken, has become apparent, and the effectiveness of home experiments during the conflagration of Nov. 9 and 10 were demonstrated so thoroughly by Messrs. C. F. Hovey & Co., and Jordan, Marsh & Co., in saving their establishments from destruction, that these houses have largely increased their facilities for self-preservation. On Saturday afternoon the first named firm put in operation a powerful Blake pump, capable of forcing 600 gallons of water per minute through standing pipes and hose that permeate every part of their immense building. A large party witnessed the tests of the apparatus, made under the direction of Messrs. Hall and Bemis, permanent attachés of the establishment. The first experiment was in Avon-street. Steam was turned on until the pressure was 50 pounds, and with this a good stream was thrown at least 20 feet above the roof, which is 85 feet from the pavement. Eighty pounds pressure is the maximum allowed. The next test of the pump was made by carrying a line of hose to the roof, and the water was forced up the height of the building. A fine stream was shot straight into the air, and turning it on the roofs adjoining it was found that Messrs. Jordan, Marsh & Co.'s roof could be easily flooded with it, and in fact all the buildings within a radius of 50 feet on either side. The simultaneous experiments made by Messrs. Jordan, Marsh & Co. were equally successful.

THE EXPLOSION IN VIRGINIA CITY.

The mysterious explosion in Virginia City, Nevada, by which several lives were lost and several buildings destroyed, has been at last explained by a letter, which reveals the contents of Gen. Van Bokkelen's laboratory at that time. The writer of the letter says: "As you entered the General's office on B-street, in the first corner to the right, were two sample cases of Hercules powder, one case of Hercules powder and gun-cotton saturated with nitro-glycerine, and one case of cotton pulp saturated with nitro-glycerine. When I visited Gen. Van Bokkelen, he told me that he would soon have a blasting agent in the market that would excel giant powder. On my asking what it was, he turned to the above-mentioned cases and opened them, showing me the gun-cotton saturated with nitro-glycerine, together with the cotton pulp mixture. During this conversation, Gen. Van Bokkelen said, 'White, when I get this fairly started, which will be in about six weeks, I'll give you $300 and expenses per month to introduce it to the mining public.' And, I presume, it was for the purpose of making these cotton-nitro-glycerine compounds that he had the six cans of nitro-glycerine."

SMASH-UP ON THE GRAND TRUNK ROAD.

The Montreal Witness, of Monday, makes some serious accusations against railway employes in connection with a collision on the Grand Trunk Railway on Sunday morning. It says: "About 5:30 yesterday morning, the passengers on train No. 3 were languidly rousing themselves, after leaving Brockville, from the state of stupor caused by a night's sleepless jolting over the Grand Trunk, when they were suddenly awakened very effectually by a headlong pitch from their seats, and scramble on a none too cleanly floor. After the confusion and terror thus excited were over, the frightened passengers ascertained that their train had collided with a freight-train, and that both engines were badly smashed. By good fortune no one was much injured, except the enjine-driver of the passenger-train, who was considerably hurt in jumping from his engine. The consequences of this collision would have been appalling, however, had not this driver been alive to his duty, and seeing the danger ahead hastily slackened his speed. It would appear that the freight-train had left Prescott on the passenger-train's time. However, all might have been well, notwithstanding, for the train could have been stopped at Maitland had the operator there been awake and at his post to hear the orders of the Montreal dispatcher, who, for some time, tried to arouse him, but he was apparently sound asleep. Again, the engineer of the freight-train saw what was coming, and whistled down breaks, but the brakesmen were not at their posts, and the brakes were not put on. As it was a down grade the engineer had no power to stop the train. It is said that the conductor who was on this train has been cautioned for drunkenness several times. After the hubbub and disturbance were over, and the passenger-train was again about to start on its way, misfortune still attended it, for a baggageman named Charlebois was dangerously injured by being jammed while coupling two cars. There are hopes of his recovery, however. There ought to be a strict investigation of the circumstances attending this accident, especially in regard to the alleged want of sobriety on the part of the conductor, as two brakemen have already, it is said, been killed on this train. It would be well, also, to ascertain why the telegraph operator was so sleepy. Was he overwrought?"

A PLEASURE-BOAT CAPSIZED.

The particulars of the capsizing of a pleasure-boat in Cazenovia Lake on Saturday afternoon, by which a young gentleman and lady were drowned, are given in the Syracuse Standard as follows: "A little after noon of that day Mr. Joseph Thomas and Mr. Charles Beebe, two young men, students of Cazenovia Seminary, who were preparing to become Christian ministers, in company with Miss Florence Matoon, Miss Shelley, and Miss Hall, residents of the village, went out on the lake in a sail-boat for a pleasure ride. After being out for about an hour, and when on their return, just as they were passing a point, known as 'death point,' a squall caught their sails and capsized the boat and threw them all into the lake. Mr. Beebe, being a good swimmer, succeeded in bringing Miss Shelley and Miss Hall to the boat, and placing them where they could cling sufficiently to it to keep their heads above water. When he had succeeded with great effort in rescuing these two, and was nearly exhausted by the labor, he perceived Mr. Thomas, who it appears could swim but very little, struggling in the water with Miss Florence Matoon, and from appearances both were in imminent danger of being drowned. Mr. Beebe at once went to their relief, in his exhausted condition, and relieved Mr. Thomas, who succeeded in saving himself. But now came the sad part of the accident. As soon as Mr. Beebe reached Miss Matoon, she, in her desperation, caught hold of him in such a manner that, in his exhausted state, he was unable to extricate himself from her death grasp, and they both went down together to rise no more. Persons were not far off on the shore who witnessed the accident, but they had no means of rendering any assistance. They started on foot for the steam-boat, but nearly an hour elapsed before the steamer Parmalee was able to reach the place and relieve the three surviving sufferers, who were found clinging to the overturned boat. They were taken on board, and the dead bodies were brought up and conveyed to their homes in the village. Mr. Charles Beebe was a resident of New-Jersey, and some twenty years of age. Miss Florence Matoon was a young lady of high respectability and much esteemed by all who knew her, and was twenty-two years of age. The shock was a terrible one to her relatives and friends. The deceased young man, as we have stated, who was preparing to become a Methodist minister, was beloved by a very large circle of acquaintances, and bid fair to be an ornament to the ministerial profession. He had officiated a number of times in various churches in the vicinity, to the great acceptance of those who listened to him."

THOUGHT IT WAS A CELL.

The Troy Whig of Saturday morning has the following: "On Tuesday last United States Marshal Russell went to a certain village in Washington County and arrested a man by the name of Duane Butterwick on the charge of violating the Internal Revenue law. The prisoner, who is about six feet high, and, although about thirty-five years old, has the appearance of an overgrown boy, arrived in Troy, and in company with the Marshal proceeded to United States Commissioner Sylvester's chambers, in Hall's Building. Instead of walking up the flight of stairs, the Marshal, who was somewhat fatigued from his journey, decided to make an excursion in the steam-elevator. The countryman couldn't see it, however, and asked in a trembling voice, 'Don't lock me up in such a small cell.' The Marshal explained to him what the elevator was, but his head was too thick, and he failed to comprehend the object of the elevator, but was certain it was some place where punishment was administered to prisoners. After some talk and much laugh by the good-natured Marshal, the Washington County boy consented to enter the cabin, and away they went toward heaven. The desired floor was reached, but to the surprise of the Marshal, Mr. Butterwick was too weak to walk without assistance. He was taken to the Commissioner's office, where, by the administration of cold water, he came to. He came near fainting away, and would, without doubt, had not proper care been taken with him. The man then said that the Hall Building was too large and imposing, that he thought it was a prison, and that he was certain the elevator was a cell. His trial came off, and after giving bail to answer the charge, left Troy a wiser man."

ATTEMPTED JAIL DELIVERY.

A telegram from Milwaukee, Wis., gives the subjoined account of the attempt of two desperadoes to escape from the jail in that city: "During Friday night Jack Allen and Dave Raggio, burglars captured in Chicago after a desperate street encounter, came near effecting their escape from our County Jail. When the turnkey discovered them at work, Allen had sawed off one of the bars of an outer window after cutting their way out of the cell. It was found that they had been provided with four saws, each from ten inches to one foot in length. They first sawed off the grating of the cell-door to get at the lock, and on finding they could not operate successfully on the bolts, crawled through a small aperture of nine and a half inches square, from which the grating had been removed. As stated, Allen got through, but Raggio got wedged in so he could not extricate himself. Allen pulled at him some time without success, and then left him to help himself. He then sawed through the bar of the outer window, but, while engaged, aroused the turnkey, Alft, who, in turn, woke Sheriff McDonald. The officers threw the doors open suddenly and rushed in. Allen, in surprise, dropped his saw and calmly awaited further orders. The Sheriff asked him what he was doing there, and ordered him to return to his cell immediately. Jack said he would if he could, but he couldn't under the circumstances, pointing to Raggio, who hung in the cell opening, half his body projecting. The officers tried to release Dave by pulling one way and then the other, but failed to saw him out, and were obliged to prop his body up to a comfortable position until morning, when the locksmith cut off two bars of the door and released him. The plan to break jail was well considered, and the prisoners would have succeeded had not Raggio got wedged in. Some one outside had provided saws, and conveyed them to a window from the yard of the jail, and it is supposed that confederates were waiting to help them off in case they got out. As a means of defense, and to dispose of any obstacle, the prisoners had torn the iron-bedstead down, and provided themselves with pieces to serve as clubs. Dave Raggio was considerably bruised about the body in the efforts of Allen and the officers to release him from his position.

WISCONSIN GRANGERS.

The following curiously-worded official call for a convention of Wisconsin Patrons of Husbandry has been issued:

WISCONSIN STATE GRANGE, P. OF H., }
MASTER'S OFFICE, WAUPUN, July 27, 1873. }

To Masters of Subordinate Granges:

WORTHY BROTHERS: As the time approaches when the selection of public officers by the people of Wisconsin is about to be made, circumstances render it important that the position of our Order upon public affairs should be announced in words which will leave no uncertainty upon the minds of our fellow-citizens for what purpose, and with what intention, our influence will be thrown, "Outside the Gate," on that occasion.

To this end, I request each of you to meet with the Executive Committee, at Watertown, Aug. 26, 1873, at 9 A. M., to then and there give the subject your earnest and careful consideration.

J. COCHRANE, Master.

LAW REPORTS.

COURT CALENDARS—THIS DAY.

SUPREME COURT—Held by Davis, J.—34, Stevens vs. Foley; 55, The People, &c., Levey et al. vs. Supervisors New-York County; 56, The People, Levey et al. vs. The Same; 66, Equitable Life Assurance Society of New-York vs Annie S. Hillyer et al.; 66½, People, &c., Novarra vs. Green, &c.; 93, Bell vs. Bell; 94, St. Patrick's Mutual Alliance Association vs. O'Connell; 101, People ex rel. Johnson vs. Green, &c.; 102, People ex rel. Brennan vs. Green, &c.; 103, Stone vs. Seagrove; 104, Stone vs. Peterson; 141, Weismann vs. Weismann; 152, Weber vs. Weber; 154, Hermance et al. vs. Myers et al.; 155, Same vs. Same; 157, Oberlander vs. Rossnig et al.; 163, Funk vs. Funk; 166, In the matter of the estate of Moses Aaron, deceased; 178, Herdferidler vs. Fincke et al.

COURT OF GENERAL SESSIONS—Held by J. K. Hackett, Recorder.—Stephen Byrne and Thomas Smith, burglary; Benjamin F. Gage, forgery, (two cases;) George Braun, Herman Meyer, and Charles Gumpee, felony, law 1851; Herman Meyer, Frederick Richter, and Charles Bender, felony, law 1851; John Grady and Alleis Brady, felony, law 1862; Henry Wilson, grand larceny; John Donohue, grand larceny; John Baillie, grand larceny; Charles Black, grand larceny; John Johnson, larceny and receiving stolen goods; Bridget Riley, larceny and receiving stolen goods; Harry Pulls, larceny and receiving stolen goods; John Curtin, grand larceny from the person; Henry Wilson, petit larceny from the person; Martha de Cutchin, Mary Ann Simstry, and Charles Philips, grand larceny; Henry Page, petit larceny from the person; John Kernan, larceny; Bartholemew Buckley.

DECISIONS.

SUPREME COURT.

By Judge Davis.

Rosenberg *vs.* Rosenberg; motion denied without prejudice to another motion on further papers.

Wm. F. Knoep *vs.* Feodora Meinhard and Wm. S. and Nicholas Coben; injunction granted restraining defendant from selling or using bottles or lables under the name of "Angosturo Bitters," with order to show cause.

COURT OF COMMON PLEAS.

By Judge Loew.

Frans Haff *vs.* Jacob Simson; order granted.
Carl Kuvalle *vs.* Jacob Simson; order granted.
Jacob Mueller *vs.* Jacob Simson; order granted.
S. Chandler *vs.* E. B. Sutton; case settled.
Magdalene Morash *vs.* Carl Morash; divorce granted.
Mary Fox *vs.* D. Eberhardt; motion denied, with leave to renew upon additional affidavits.
Cornelia A. Trowbnag *vs.* David C. Murray et al.; motion granted upon condition that the action in the Supreme Court be discontinued.
Charles Monks *vs.* H. C. Luedeke; see memorandum.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—AUG. 13.

SALES BEFORE THE CALL—10 A. M.

500 Western Union.. 91⅞	200 Rock Island......110⅜
100 do.......s3. 91⅝	200 do.......b3. 110⅝
200 do........ 91⅞	200 Lake Shore....s3. 94⅜
300 do.......s3. 91⅞	100 do........ 94½
100 bo.......b3. 91⅞	900 do.......s3. 94⅜
100 do........ 91⅞	100 do.......b3. 94⅝
1800 Pacific Mail..... 39⅞	100 do........ 94⅜
2100 do........ 39¾	200 do.......s3. 94¼
4500 do........ 39⅝	200 St. Paul......... 52
1800 do........ 39¾	100 do.......b3. 52
700 do........ 39⅝	200 do........ 51¾
1000 do........ 39½	300 do........ 51⅞
100 do........ 39⅜	100 do.......s3. 51⅞
600 N. Y. C. & Hud... 105¼	100 do.......s3. 51⅝
700 do.......c. 105¼	100 do........ 51⅝
200 do......s3. 105⅛	200 Tol. & Wab....s3. 71⅝
200 do........ 105¼	500 do.......s3. 71½
100 do......b3. 105¼	300 do........ 71½
400 Erie Railway.... 60	100 do........ 71⅝
100 Union Pacific.... 28⅛	900 Ohio & Miss.... 39⅝
100 do.......s3. 28	100 do.......c. 39⅝
100 do........ 28⅛	100 do.......b3. 39⅝
300 St. Paul...... 51¾	300 do......s3s 39⅝

GOVERNMENT STOCKS—10:15 A. M.

$12,000 U.S.6s, '81, C.120	$13,500 U. S. 5-20 C., '67.........119¼
8,000 U.S.5-20C.'62.117½	10,000 U.S.5-20C.'68.118⅛
10,000 do...called bds.......b.c.116¾	25,000 do.bet.call.118
2,000 U.S.5-20R.'67.117¾	

FIRST BOARD—10:30 A. M.

$5,000 Missouri 6s... 93	100 Mich. Cen...b. c. 94
6,000 N. Y. State 7s, B. L....Reg. 104¾	10 Panama.......b.c. 114½
	60 Cl. & P. R., Guar. 89⅝
3,000 N. Y. State 7s, B. L....Cou. 104¾	100 Chi. & N. W...b. c. 67½
	300 do........ 67
1,000 Erie 5th..... 98½	200 do........ 66¾
3,000 M. So. S. F..... 104	100 L.S.&M.So.b.c.b3. 94½
1,000 Cen. P. G. bds.. 100⅛	100 do........ 94½
5,000 West.Pac.bds. 92½	200 do.......s3. 94⅝
5,000 U. Pac. 1st...... 82¼	1600 do........ 94¼
5,000 do........ 82⅛	700 do........ 94⅛
7,000 U.Pac.10s,Inc. 63	700 do.......s3. 94
1,000 Gal. & C. 1st.. 102	1000 do........ 94
3,000 C.,R.I.& P.7s.. 102¾	200 do.......b3. 94
7,000 H. & St. Jo. 8s, Conv......... 91⅞	600 Un. Pac........b. c. 28⅛
	200 do........ 28⅛
3,000 do........ 92	700 do........ 28
2,000 O.&M.Con.S.F. 92	200 do.......c. 27⅞
2,000 M. & St.P.7s,G. 88½	900 do........ 27⅞
1,000 Chi. & Mil.1st. 92½	100 do......s30. 28
1,000 C.,C.& I.C.1st. 90⅛	1100 do........ 27¾
1,000 B.,C.R.& M.1st 88	1000 do........ 27⅞
1,000 North Mo.1st. 89	100 Chi.&N.W.Pf.b.c. 83
100 Phenix Bank..... 98	500 Chi. & R. I...b. c.110⅜
50 Cen. Nat. Bank... 92	400 do......s3.110⅜
20 Fourth Nat. Bk.. 114¾	100 N. J. Central..... 103¼
127 Del. & H. Canal.. 113	500 Mil. & St. P...b. c. 51⅞
100 Pac. Mail S. S. Co. 39½	100 do.......s3. 51¾
100 do.bet.call. 39⅝	200 do........ 52
300 do.......c. 39¾	40 Del., L. & W..... 101⅝
900 do........ 39¾	100 do........ 101¼
1800 do........ 39⅝	200 do........ 101⅛
900 do........ 39½	100 do.bet. call.101¼
200 do......s3. 39⅝	100 Tol., W.& W. b. c. 71⅝
600 do........ 39⅝	100 do........ 71¼
1000 do........ 39½	100 do........ 71⅛
200 do........ 39⅜	100 do.......c. 71¼
100 do......b3. 39⅝	100 do........ 70⅞
300 do......s3. 39⅜	200 do........ 71
300 do........ 39¼	155 Chi., B.& Q...b. c. 105
1200 do........ 39½	200 Morris & Essex.. 92¼
100 Am. Express...... 62	200 N. J. South..b. c. 28
10 do........ 62½	100 Han. & St.Jo.b. c. 38½
1300 N.Y.C.& H..b. c. 105⅛	500 O. & Miss.....b. c. 39¼
600 do......s3. 105⅛	100 do......s3. 39⅝
175 do........ 105⅛	100 do.......c. 39½
300 do........ 105¼	100 do........ 39¾
100 W. U. Tel....b. c. 91⅞	500 do........ 39⅝
1000 do........ 91¾	100 Col.,C.& I.C...b. c. 31¾
100 do......b3. 91⅞	100 do......s3. 31¾
400 do........ 91⅞	100 At.& Pac.b. c. b3. 27½
100 do......b3. 91¾	100 do........ 27⅝
700 do........ 91¾	400 do........ 27¼
200 do.......c. 91¾	100 do.......c. 27½
200 do......b3. 91⅞	100 do........ 27¼
100 do......s3. 91¾	100 do........ 27⅜
100 do........ 91⅝	100 do........ 27¼
600 Erie Railway.b. c. 59⅝	

GOVERNMENT STOCKS—12:15 AND 2:15 P. M.

$5,000 U. S. 5-20 C., '64........117⅞	$1,000 U. S. 10-40 C..115⅝
3,000 U. S. 5-20 C., '65........119¼	9,000 U. S. 5-20 R., '67........117⅝

SALES BEFORE THE CALL—12:15 O'CLOCK.

500 Western Union.. 91⅝	300 Union Pacific R.. 27⅞
300 do......s3. 91½	1000 do........ 27¾
1000 do........ 91½	1700 do........ 27⅝
400 do........ 91⅝	200 do........ 27¾
400 do........ 91¼	300 Lake Shore R..... 94
100 do......b3. 91⅜	400 do......s3. 93⅞
100 do........ 91⅝	500 do........ 93⅞
500 do........ 91¼	1400 do........ 93¾
900 do........ 91⅜	500 do........ 93⅞
200 Pacific Mail..... 39⅛	300 do......b3. 93⅞
600 do......s3. 39	800 do........ 93⅞
1900 do........ 39	100 do......s3. 93⅞
500 do........ 38⅞	600 do......b3. 94
600 do........ 39	200 North-western R.. 66¾
500 do......s3. 39	200 N. W. Pref........ 83
300 do........ 39	400 Rock Island R.... 110⅜
300 N. Y. C. & Hud. R. 105¼	200 do......s3. 110¼
500 do........ 105½	400 do........ 110¼
400 do......s3. 105	100 St. Paul R....... 51¾
1400 do........ 105	200 do........ 52
300 do........ 104⅞	300 do........ 51⅞
100 do........ 104¾	100 Bos., H. & E..... 2⅝
500 do......b3. 104⅞	300 St. Louis & I. M... 70
300 do......b3. 105⅞	300 Ohio & Miss. R... 39¼
300 do........ 105	300 do........ 39⅜
200 Erie Railway.b3. 59⅜	100 C., C. & I. C. R.. 31⅛
200 do........ 59¾	100 do........ 31¼
200 Tol. & Wabash R. 71	100 Atlantic & Pac... 27

SECOND BOARD—1 P. M.

$6,000 Alabama 5s.... 46	54 Mich. Cen. R.b. c. 94½
2,000 Cen. Pac. G. bs.100	10 do......s3. 94½
3,000 do........ 100⅛	400 N. Y. C. & H..b. c.105
5,000 O. & M. Con.S.F. 92	400 do......s3.105
2,000 Un. Pac. R. 1st.. 82⅛	100 do........ 105⅛
3,000 Un. P. 7s, L. G.. 73½	200 Un. Pac...b. c. s3. 27⅜
1,000 Buff. & E. n. bs. 98	400 do........ 27¾
6 Del. & Hud.Canal. 113½	3600 Ill. Cen. Scrip.. 102
200 Md. Coal Co..... 24½	200 Erie R....b. c. b3. 59⅜
100 C. Coal of Md..b. c. 55	100 Panama R...... 114
300 M. & St. P. R. b. c. 52	200 C., C. & I.C..b. c. c. 31¾
100 do........ 52⅛	200 Ch. & N. W...b. c. 67
10 U. S. Express..... 67	100 do........ 66⅞
200 W. Un. Tel...b. c. 91⅛	100 do........ 66¾
200 do......s3. 91½	100 N. J. Cen. R..b. c.103
800 do........ 91⅛	100 T., W. & W. b.c.s3. 70⅞
50 do......s3. 91⅛	100 Ohio & Miss..b. c. 39⅝
100 do........ 91⅛	100 do........ 39¼
100 Pacific Mail...b. c. 39¼	1000 L.S. & M. So. b. c. 94
100 do.......c. 39¼	150 do......b3. 94
100 do........ 39⅜	20 Del., L. & W..b. c.101⅝
200 do........ 39¼	200 Bos., H. & E..b. c. 2⅝
400 do........ 39⅛	11 N. Y., N. H. & H.. 136
200 do........ 39¼	15 Mor. & Essex.b. c. 92⅝

SALES FROM 2:15 TO 3 P. M.

200 Western Union.. 91⅝	200 Erie Railway..... 59⅝
700 do......b3. 91¾	100 do......s3. 59¼
400 N. Y. C. & Hud... 105⅛	200 do........ 59¼
200 Pacific Mail...s3. 39¼	200 do........ 59⅛
100 do......u. r. 39¼	100 Un. Pacific.....b3. 27⅝
100 do......u. r. c. 39¼	100 Ohio & Miss. R... 39⅝
300 do........ 39½	1500 do........ 39½
1000 do........ 39⅝	100 do......b3. 39¼
1500 do........ 39¾	100 do........ 39⅜
100 do......b3. 39⅞	500 do........ 39½
100 do........ 39⅞	200 Tol. & Wab. R.... 70⅞
500 Lake Shore R..... 94	800 Atlantic & Pac. P. 26½
800 do........ 94⅛	

WEDNESDAY, Aug. 13—P. M.

The Stock Exchange was in a selling humor this forenoon, and nearly all the New-York and Western Roads and the Telegraph and Pacific Mail Stocks went down, on an apparent pressure of offerings, ½@1 ₱ cent. The heaviest drive was at Pacific Mail, which touched 38⅞ ₱ cent., but subsequently rallied to 39⅞ ₱ cent. There was no doubt considerable realizing yesterday on the recent advance to 41½@42 ₱ cent., but to-day the anxiety to sell was probably well divided between the two parties—the holders, on speculation, apprehensive of a further decline, and the bearish interest to put out fresh *short* contracts, after covering old ones at a loss. The latter, as usual on a break in the market, is a much bolder party while prices are going down than when they are buoyant. The Vanderbilt favorites were made weak early in the day, Lake Shore and Western Telegraph especially so, though transparently for effect on the general market. The current supposition, in the afternoon, when prices had recovered a better tone, was that the whole list was "raided" this morning as the preliminary to a threatened demonstration against the Money market by the Gold clique. This party has certainly, if not confessedly, made a second failure in their efforts to make Money out of the rise in Gold, on the merits of the speculation by itself. But their friends now say that they will hold on to their Gold Contracts through August, and employ the Gold as an absorbent of Greenbacks later in the season. But the ability to carry such threats into execution depends very much upon the ready cash in the hands of Mr. Gould and his combination (none of the strongest, to say nothing of its want of substantial respectability) to "point up" the required margins in the operation.

The sales for Money to-day were 4@4½ ₱ cent. on both Gold and Stock collateral, and 4 ₱ cent. per annum was paid to carry over Gold balances until to-morrow. Late in the day Money was again quoted at 3@4 ₱ cent.

The sales of Gold fell off to 115⅛ ₱ cent., and of Bills on London to 108¾@108⅞ ₱ cent., 60 days, and 109⅜@109¼ ₱ cent. for short sight.

The Public Funds were steady; the 1867s 119⅜ ₱ cent.

In the Railroad Bonds there is a moderate business doing at the Exchange Board in the old Mortgages, and at the private offices of the Bankers for the new loans.

On the close of the Exchange the following quotations were made as compared with Friday night. The share speculation was steadier in prices than in the forenoon, with stronger orders to buy.

Closing Quotations—AUG. 13.

	Tuesday.	Wednesday.
United States New 5s..........	114⅞	114⅞
U. S. 5-20s, May and November.	119½	119⅛
U. S. 5-20s, January and July...	119⅜	119⅜
American Gold..................	115¼	115⅛
Bills on London. 60 days.......	108⅞	108¾
N. Y. Central and Hudson.......	105¼	105¼
Chicago and Rock Island........	110⅜	110⅜
Pacific Mail..................	40	39⅞
St. Paul Preferred............	73¼	73¼
St. Paul Common...............	52¼	52¼
Ohio and Mississippi..........	39¾	39¼
Western Union Telegraph.......	92	91¾
Erie..........................	59¾	59⅜
Union Pacific.................	28⅛	27¾
Lake Shore....................	94½	94¼
C., C. and Indiana Central....	32	31¾
Toledo and Wabash.............	71⅝	70⅞
Harlem........................	132¾	131¾
Atlantic and Pacific..........	28	26¾
North-west....................	67⅝	66¾
Missouri Pacific..............	49	49
Hannibal and St. Joseph.......	39	38¾

The Customs paid into the Sub-Treasury to-day amount to $600,000.

The last prices for the various Public Funds of the United States are as follows:

6 ₱ cent. reg., 1881...118¼	5-20 coup., n. i., 1865..117⅝
6 ₱ cent. coup., 1881.120⅛	5-20 reg., 1867........117¼
5-20 reg., 1862........117¼	5-20 coup., 1867.......119⅜
5-20 coup., 1862.......117⅜	5-20 reg., 1868........117¼
5-20 reg., 1864........117¼	5-20 coup., 1868.......118¼
5-20 coup., 1864.......117⅝	10-40 registered...x-d.112½
5-20 reg., 1865........117½	10-40 coupon...........115⅝
5-20 coup., 1865.......119⅛	5s coupon, 1881........114⅞
5-20 reg., n. i., 1865...117	6s Currency............113¾

The following bids were made at the Exchange Board to-day for the Railroad Mortgages:

N. Y. Cen. 6s, '83.... 93	Han. & St. Jo. Con.. 91¾
N. Y. Cen. 6s, R.Est. 90	Del., L. & W. 2d....104
N. Y. Cen. 6s, Sub... 90	D., L. & W. 7s, conv.100½
N. Y. Cen. 7s., '76...100	T. & W.1st,St.L.Div. 90½
Erie 1st Ext.........104	T. & W. 2d........ 93½
Erie 2d 7s, '79......104	Tol. & W.Equip.bds. 84
Erie 3d 7s, '83......101½	Tol. & W.Cons.Conv. 84
Erie 5th 7s, '88..... 98½	Gt. West. 2d, '93.... 87
Long Dock bds........ 95	Quincy & T. 1st, '90. 92
B., N. Y. & E.1st,'77. 91	Gal. & Chi. Ext.....101½
Hud.R.7s, 2d S.F.,'85.104	Gal. & Chi. 2d....... 98
Hud. R. 7s, 3d, '75...102¾	Morris & Es. 1st.....105¼
Har. C. M. & S.F. 6s. 98	N. J. Cen. 1st, new.104
Alb'y & Susq.2d bds. 97	N. J. So. 1st 7s...... 75
Alb'y & Susq.3d bds. 95½	P., Ft. W. & C. 1st..106
Mich. C. Con.7s, 1902. 99¼	P., Ft. W. & C. 2d..101
Mich. Cen.1st 8s,'82. 112	P., Ft. W. & C. 3d.. 95¾
Mich. So. 7 ₱ ct. 2d. 99	P.,F.W.&C.8 ₱ c.E.ba103
Clev. & Tol. S. F.....101	Clev. & P. Con. S. F. 93
Clev. & Tol.new bds. 95	Clev. & P. 4th....... 87
Clev.,P.& A. old bds. 99	Chi. & Alt. S. F.....100
Clev., P. & A. n. bds. 97½	Chi. & Alt. 1st.......103
Detroit, M. & T. bds. 96	Chi. & Alt. Inc....... 96
Buff. & Erie new bds. 97	Ohio & M. Con. S. F. 91½
Lake Sh. Con. C. bds. 99½	Ohio & M. 2d Consol. 84⅜
Lake Sh. Con. R. bds. 99	St. L. & I. M. 2d...... 88½
Pacific 7s, G. by Mo. 96	M.&St.P.1st 7s,G.R.D 87½
Cen. Pac. Gold bds...100⅛	M.&S.P.1,M.I.&M.D. 80½
Un. Pac. 1st bds...... 82	Chi. & Mil 1st........ 92
Un. Pac. L. G. 7s..... 73¼	Joliet & Chi. 1st.....103
Un. Pac. Inc. 10s..... 62⅞	C., C. & I. 1st....... 90
Belle. & S. Ill. 1st, 8s. 97	C., C. & I. 2d........ 70
Alt. & T. H. 2d Pf.... 87	Tol., P. & W., E. D. 92
Alt. & T. H. 2d Inc... 78	Tol., P. & W., W. D. 88
Chi. & N.W. Int.bds. 96	Tol., P. & W., Bur.D. 83⅞
Chi. & N.W.Con.bds 93	Tol., P. & W. 2d..... 76
Chi. & N. W. 1st.... 98	Tol., P. & W. Con.7s. 75
Han. & St. J. L. G...105	Bos., H. & E. 1st.... 34

PHILADELPHIA STOCKS—AUG. 13.

Telegraphed to Messrs. E. D. Randolph & Co.

	Bid.	Asked.
City 6s, old..............	98	..
City 6s, new..............	101⅜	101½
Camden and Amboy..........	123½	123¾
Pennsylvania Central......	108¾	109
Reading...................	111	111¼
Lehigh Valley.............	61⅛	61¼
Catawissa Preferred.......	42½	42¾
Philadelphia and Erie.....	24½	24¾
Northern Central..........	36½	about.
Lehigh Navigation.........	38¼	38⅜
Lehigh Gold Loan..........	91¼	91½

The Chicago, Danville, and Vincennes Road earned in July $64,000, against $47,000 same month last year.

The Bloomington and Western Road earned in the first week in April $39,000 as against $29,700 the corresponding week last year.

A very desirable Loan of the City of Louisville, Ky., for $1,000,000 bearing 7 ₱ cent. Interest, has been taken by Messrs. Clark, Dodge & Co., Hallgarten & Co., William Alexander Smith & Co., and Norton, Slaughter & Co., who are offering the Bonds, by private sale, at 90 ₱ cent. and Interest. The Coupons are January and July, payable at the Bank of America.

We direct attention to the advertisement of Mr. Ambrose W. Thompson of $200,000 Jersey City 7 ₱ cent. Bonds at 98 ₱ cent. and accrued Interest. Mr. Thompson is the financial agent for these and other Jersey City Bonds, and the Bonds themselves are on sale at the Continental Bank in this City.

The Union Pacific Railroad Company earned in the traffic department:

	June, 1873.	June, 1872.
Earnings........	$969,863	$835,459
Expenses........	417,118	391,660
Net earnings....	$552,745	$443,799
Increase gross earnings for June......		$134,404
Increase net earnings for June........		108,946
	Jan. 1 to June 30, 1873.	Jan. 1 to June 30, 1872.
Earnings........	$4,582,976 27	$3,841,616 71
Expenses........	2,352,914 83	2,387,137 41
Net earnings....	$2,230,061 44	$1,454,479 30
Increase net earnings for six months...		$775,582 14

The Board of Directors of the Sterling Fire Insurance declared a *Five ₱ cent.* dividend, payable on the 18th inst.

BANKING AND FINANCIAL.

☞ OF THE FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS of the NEW-YORK MIDLAND RAILROAD less than $500,000 remain unmarketed. With THE RAIL CONNECTED BETWEEN NEW-YORK AND OSWEGO, the earnings of THROUGH BUSINESS must soon justify the great merit claimed for these bonds.
For sale by GEO. OPDYKE & CO.,
No. 25 Nassau-st.

Banking-House of HENRY CLEWS & CO., }
No. 32 WALL-ST., NEW-YORK, }
Deposit accounts of mercantile firms and individuals received; all facilities and accommodations granted usual with City banks; in addition thereto interest allowed on all daily balances.
Bills of exchange drawn on England, Ireland, Scotland, and the Continent. Travelers' and mercantile credits issued available throughout the world.

☞ REAL ESTATE MORTGAGE BONDS,
COUPON OR REGISTERED, INTEREST 7 PER CENT.,
Guaranteed by the
EQUITABLE TRUST COMPANY,
$1,000,000 CAPITAL.
For sale at the office of the Company,
No. 76 Cedar-st., New-York,
JONATHAN EDWARDS, President.

☞ HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY'S First Mortgage Land Grant Sinking Fund Seven per Cent. Gold Bonds, at 90 and interest. Road entirely completed.
JOHN J. CISCO & SON, No. 59 Wall-st.

LAWRENCE BROTHERS & CO.,
BANKERS, NO. 16 WALL-ST.
Deposits received and interest allowed on daily balances. Collections made.

☞ YOUR DIVIDENDS
May be converted into a TEN PER CENT. NEW ENGLAND INVESTMENT by the purchase of the First Mortgage Sinking Fund Gold Bonds of the LAMOILLE VALLEY, ST. JOHNSBURY & ESSEX COUNTY RAILROADS, from Lake Champlain to the Connecticut River, and forming the Vermont Division of the Portland and Ogdensburg Railroad Trunk Line. The very large sales of the past few months leave but a limited amount to be offered, and the rapid pushing of the road to completion ensures an early and large advance on their market value.
FAIRBANKS & CO., No. 311 Broadway, New-York.
FAIRBANKS, BROWN & CO., No. 2 Milk-st., Boston.
E. & T. FAIRBANKS & CO., St. Johnsbury, Vt.
Financial Agents.

☞ CHICAGO, DANVILLE AND VINCENNES RAILROAD 7 PER CENT. FIRST MORTGAGE GOLD BONDS.—Interest payable April 1 and Oct. 1. The remaining balance (less than $300,000) of these very desirable bonds for sale at the office of the Company, No. 38 Pine-st., New-York.

☞ TOLEDO, OHIO, EIGHTS; INTEREST JUNE and December. Due 1893.
For sale by UTLEY & BOWEN, Bankers,
No. 4 Wall-st.

THE COTTON MARKETS.

NEW-ORLEANS, Aug. 13.—Cotton quiet; Ordinary, 12c.@12¼c.; Good Ordinary, 14¾c.@15c.; Low Middling, 17⅞c.@18c.; Middling, 18¾c.@18⅞c.; net receipts, 176 bales; gross, 607 bales; sales, 30 bales; last evening, 300 bales; stock, 17,631 bales.

GALVESTON, Aug. 13.—Cotton dull and nominal; Good Ordinary, 15c.@15¼c.; net receipts, 34 bales; exports, to Great Britain, 1,890 bales; sales, 5 bales; stock, 7,096 bales.

SAVANNAH, Aug. 13.—Cotton—None offering; Middling, 17½c.; net receipts, 155 bales; exports, coastwise, 438 bales; sales, 22 bales; stock, 764 bales.

CHARLESTON, Aug. 13.—Cotton dull; Middling, 18c.; net receipts, 138 bales; sales, 100 bales; stock, 4,818 bales.

COMMERCIAL AFFAIRS.

NEW-YORK, Wednesday, Aug. 13, 1873.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pks.........	53	Leather, sides......	11,219
Bees-wax, pks......	9	Resin, bbls.........	1,069
Copper, bbls.......	95	Spirits Turp., bbls..	32
Copper, cakes......	313	Pork, pks...........	216
Cotton, bales......	2,537	Cut-meats, pks......	485
Beans, bbls........	258	Lard, tcs...........	517
Dried Fruit, pks...	147	Butter, pks.........	3,378
Eggs, bbls.........	906	Cheese, pks.........	10,170
Flour, bbls........	15,436	Oil-cake, pks.......	2,021
Wheat, bushels.....	151,056	Tallow, pks.........	106
Corn, bushels......	177,951	Stearine, pks.......	73
Oats, bushels......	39,225	Pea-nuts, bags......	146
Peas, bushels......	300	Rice, pks...........	77
Hemp, bales........	21	Tea, pks............	1,948
Hops, bales........	14	Starch, pks.........	2,056
Hams, No...........	14,517	Tobacco, hhds.......	480
Hides, No..........	1,182	Tobacco, pks........	921
Hides, bdls........	462	Wool, bales.........	595
Skins, bdls........	80	Whisky, bbls........	447

The export clearances hence for European ports, as reported at the Merchants' Exchange, Pine-street, were as follows:

By the steamer Ionia, for Hull—78,229 bushels Corn.

By the steamer Cuba, for Liverpool—1,660 boxes Cheese, 10,537 bushels Corn, 7,815 bushels Wheat, 407 bales Cotton, 272 pks. Tobacco, 1 bale Furs, 2 cases Silks, 30 tcs. Tobacco, 30 cases Rubber, 11 boxes Type.

By the steamer Europa, for Glasgow—15 tcs. Beef, 7 pks. Whalefoots, 380 bbls. Flour, 272 boxes Bacon, 3,341 boxes Cheese, 5 tcs. Tongues, 27 hhds. Tobacco, 100 hhds. Syrup, 24 pks. Printing Material, 3,600 Staves, 350 bbls. Resin, 80 tcs. Lard, 6 bbls. Glue, 18,068 bushels Wheat.

By the ship Guardian, for Antwerp—30 bbls. Shoe-pegs, 2,000 bbls. Resin, 1,000 tcs. Lard, 9,461 bushels Wheat, 11,990 Staves, 27,460 bushels Rye, 900 bbls. Flour.

By the steamer Hansa, for Bremen—647 bbls. Apples, 10,537 boxes Cheese, 14 cases Cigars, 281 hhds. Tobacco, 432 bbls. Resin, 5 bales Furs, 95 bales Hair, 70 logs Wood, 196 bbls. Shoe-pegs, 3 cases Machinery, 19 bdls. Leather.

By the bark Maria Cristina, for Trieste—2,482 bbls. Refined Petroleum.

By the bark George, for Bremen—5,050 bbls. Refined Petroleum.

By the brig Nora, for Queenstown and orders—1,386 bbls. Refined Petroleum.

By the bark Kate, for Liverpool—4,359 bbls. Refined Petroleum, 120 bbls. Spirits Turpentine, 100 cases Spirits Turpentine.

By the bark Francesco Lavarello, for Odessa—11,000 cases Refined Petroleum, 552 bbls. Resin.

BEES-WAX—Has been in quite moderate demand and quoted at from 32½c.@35c. for Yellow, ₱ lb.

BRICKS—Have been salable and firm, with Jersey quoted steady at from $6 50@$7, afloat, and $8 50@$9, delivered; North River, $7@$7 50, afloat, and $9@$9 50, delivered; Haverstraw, $8@$9, afloat, and $10@$11, delivered; Pale, $4 50@$5, afloat, and $6 50@$7, delivered; Croton, $14@$17, afloat, and $17@$20, delivered; Philadelphia, $28@$30, afloat.

CANDLES—Sell slowly, in a jobbing way, at former rates, with Adamantine, 16 ounces, quoted at 18½c.@19c.; Paraffine, 32c.@33c.; Sperm, plain, 30c.; Sperm, patent, 39c.@40c.; Stearic, 28c.@29c. ₱ lb.

COCOA—Has been in light request, with Caracas quoted at from 15½c.@16c.; Maracaibo at 30c.@35c.; Guayaquil, 10½c.@11c.; Trinidad, 12c.; San Domingo, 7c., gold, ₱ lb.

COFFEE—Has been stiffly held, but has been inactive, since our last; offerings of desirable samples unusually light. We quote invoices thus: Rio, ordinary, 19¼c.@19½c.; fair, 19¾c.@20c.; good, 20¼c.@20½c.; prime, 20¾c., gold, ₱ lb., 60 days' credit; Rio, in lots, 19½c.@21½c., gold; Java, 22½c.@24½c.; Maracaibo, 19½c.@21½c.; Laguayra, 20c.@21c.; San Domingo, 18c., gold.

COTTON—Has been very quiet for early delivery at irregular prices, though quotations have not been altered. Sales have been reported of 815 bales, including 698 bales to speculators, 110 bales to spinners, and 7 bales to speculators. The dealings for forward delivery have been on a restricted scale, with prices quoted up 1-32c.@3-32c. ₱ lb. Sales since our last of 11,100 bales, (of which 3,800 bales were last evening, and 7,300 bales to-day, with 1,600 bales more at the calls,) closing with August contracts quoted at 18 15-16c.; September, 17⅞c.@17 29-32c.; October, 17 9-16c.; November, 17¼c.@17 5-16c.; December, 17 3-16c. The receipts at this port to-day were 2,537 bales, including 246 bales from Norfolk, 161 bales from Savannah, 697 bales from Charleston, 296 bales from Philadelphia, 9 bales from Baltimore, 743 bales from Galveston, 385 bales per rail....The first bales of new Cotton received at an Atlantic port this season was grown by J. W. Lathrop, of Savannah, Ga., on his plantation in Lownds County, Georgia; was shipped by Randall, Doffin & Co., Savannah, Ga., on 9th of August per steamer Montgomery, consigned to R. T. Wilson & Co., by whom it was received on 12th, and sold to-day to Lehman Brother by J. H. Draper, auctioneer, at 19½c.... The reported receipts at the shipping ports to-day were 1,442 bales, and thus far this week, 7,230 bales, against 8,233 bales last week, and since Sept. 1, 3,569,896 bales, against 2,672,460 bales same time last year. The following trade quotations are based on Cotton in store, running in quality not more than half a grade above or below the grade named:

Closing Prices of Cotton in New-York.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary............	14⅛	14⅛	14⅛	14⅛
Good Ordinary.......	16½	16½	16¾	16¾
Strict Good Ordinary..	17½	17½	17¾	17¾
Low Middling........	18¾	18¾	19	19
Middling............	19¾	19¾	20	20
Good Middling.......	21⅝	21⅝	21⅞	21⅞

EGGS—Have been moderately active, and quoted at from 17c.@22c. for ordinary to very choice marks of Western State and near-by stock, the main inquiry having been for fair to prime stock, at 18c.@21c. ₱ dozen.

FLOUR AND MEAL—State and Western Flour has been in more active demand at a further improvement of about 10c@15c. ₱ bbl., closing firmly and buoyantly, especially on shipping extras and Minnesota extras, which have been in most favor with buyers, and quite freely dealt in at the advanced figures, the shipping stock in good part for forward delivery. Superfine and No. 2 stock meets with a readier sale at the current quotations, the offerings of desirable lots being comparatively limited. Sales have been reported since our last of 23,850 bbls. all told, including No. 2 at $3 25@$4 35; inferior to fancy Superfine State and Western at $4 85@$5 50, chiefly at $5@$5 30; inferior to good Extra State, $6 20@$6 70, chiefly at $6 40@$6 60; good to fancy do., $6 70@$7 40; very poor to choice shipping Extra Western at $6 10@$6 75; poor to choice shipping brands round-hoop Ohio, $6 30@$6 75 ₱ bbl. Included in the sales were about 4,200 bbls. City Mills shipping extras, part August and early September deliveries, at full market rates; 2,700 bbls. other State shipping stock, and 2,500 bbls. Western do., early deliveries, at current figures, and 5,000 bbls. extra Western, August arrivals, at $6 75 ₱ bbl.

No. 2 Flour..................................	$3 25@$4 35
Sour Flour..................................	3 50@ 6 50
Superfine State and Western................	4 85@ 5 50
Extra State.................................	6 20@ 7 40
Extra City..................................	6 25@ 7 40
Extra Genesee...............................	7 40@ 9 65
Extra Ohio, round-hoop shipping brands.....	6 30@ 6 75
Extra Western, shipping brands.............	6 10@ 6 75
Extra Ohio, trade and family brands........	6 75@ 9 65
Extra Western, trade and family brands.....	6 80@ 9 65
Extra St. Louis, ordinary to fancy.........	6 75@10 50
Extra Minnesota, poor to fancy.............	6 45@10 85

Southern Flour has been on the advance, with lighter offerings noted, and a fair inquiry for the medium and better grades. Sales have been reported since our last of 1,200 bbls., in lots, at from $6 35@$7 60 for ordinary to choice shipping, and $7 60@$10 75 for ordinary to fancy Trade and Family Extras; $5 25@$6 25 for inferior stock, ₱ bbl....Oregon Flour has been inactive, with choice Extra quoted nominally at $9 25@$9 50; California Flour, fair to very choice Extra, at $8 25@$9 25 ₱ bbl.....Rye Flour has been in fair demand at buoyant rates, ranging from $4 40@$5 50 for inferior fine to choice Superfine; sales, 520 bbls., chiefly Superfine grades, at $5 20@$5 50 ₱ bbl; offerings much lighter....Corn-meal has been moderately active at from $3@$3 50 for inferior to very fancy Yellow Western, chiefly at $3 10@$3 20 for inferior to good, and $3 35@$3 50 for choice to very fancy; $2 65@$3 10 for White do.; $3 20@$3 25 for Jersey; $3 40 for Golden Star; $3 40 for Prize Medal; $3 50 for Golden Bar, and $3 85@$3 90 for Brandywine. The reported sales since our last have been equal to 850 bbls....Bag-meal has been in fair jobbing request at from $1@$1 05 for coarse; $1 25@$1 30 for Yellow, and $1 35@$1 45 for White, ₱ 100 lbs....Oat-meal continues in limited demand at from $7 25@$8 50 ₱ bbl.

FRUIT—Sales were made of 3,000 boxes Layer Raisins at $2 75@$2 80 ₱ box; market firm.

GRAIN—Spring Wheat has been quite firm on the basis of yesterday's advanced figures, with a comparatively moderate offering of good to prime samples, and a fairly active, though less urgent, demand noted, mainly for shipment, the market, however, closing rather tamely and less buoyantly. Winter Wheat has been in more request, chiefly on export account, though in part for milling, and has shown more firmness, with the chief dealings in new Red Winter. Sales have been reported, since our last, of 146,000 bushels at $1 51 for prime No. 2 Milwaukee Spring; $1 49 for fair ordinary do.; $1 46@$1 46½ for do., in store; $1 45@$1 47 for No. 2 North-west Spring; $1 44@$1 45 for No. 2 Chicago do., afloat; $1 40@$1 42 for do., in store; $1 38@$1 40 for Nos. 2 and 3 Spring Mixed, car stock, mostly Chicago; $1 33@$1 37 for No. 3 Spring; $1 38@$1 42 for Iowa Spring; $1 10@$1 30 for Rejected and inferior Spring; $1 50@$1 55 for Red Western, odd lots; $1 58@$1 62 for Amber do.; $1 75@$1 80 for White do.; No. 1 Spring very scarce and nominal at $1 53@$1 56 ₱ bushel. For forward delivery there has been a fairly active demand noted, mainly for shipment, at somewhat firmer prices, with sales reported of 32,000 bushels No. 2 Milwaukee Spring, first half of October option, at $1 45; 16,000 bushels new crop Red Toledo, (Winter,) early September delivery, at $1 61; 8,000 bushels choice new Red Western, all September, at $1 60....Corn has been quoted ½c.@1c. higher, and moderately active, with a good home trade as well as export demand noted, especially for the better grades of new Mixed Western. Sales have been reported, since our last, of 188,000 bushels, (part from store and to arrive,) at 52c.@56c. for ordinary to choice steamer grades of Mixed Western, mostly at 54c.@55½c. for fair to prime; 56½c.@58½c. for sailing-vessel do., chiefly 56½c.@57c., for Canal stock; 59c.@62c. for Yellow Western; 74½c.@75c., mainly at 74½c., for White do.; 48c.@52c. for heated and inferior stock; 49c.@54c. for kiln-dried Mixed Western. There has been a more confident demand noted for forward delivery at a shade better prices, mostly on export account, with sales reported of 50,000 bushels prime sailing-vessel grades of Mixed Western, September option, at 60c.; and 56,000 bushels prime Yellow Western, same options, at 62c....A brisk export demand prevailed for Western Rye, which was a shade higher and quite firm at the advance, with sales reported of 36,000 bushels Western, in store, at 90c.@91c., closing at 91c., though the bulk of the business was transacted at the inside rate. For September delivery there were some bids of 90c.@91c. reported, with up to 95c. asked....Barley has been dull and unsettled....Barley-malt has been quiet, since our last, at irregular prices....There has been a moderate movement in Oats, chiefly to meet the more urgent wants of the local trade, at about previous quotations, with sales reported since our last of 41,000 bushels at 41c.@42½c., mainly at 42c. for Mixed Western; 40½c.@42c. for Black do., and 46c.@53c. for White do., the latter rate for very choice....Feed has been in fair request, within the range of from $18@$25 ₱ ton.

GUNNY CLOTH—Sales 200 rolls Domestic Cloth at 14c.; market firm.

HAY AND STRAW—Have been in moderate request, with prime Old Hay quoted at $26@$28; good Old Hay, $23@$25; good shipping Hay, $18@$19; common shipping Hay, $13@$14; prime New Hay, $23@$26; good New Hay, $20@$22; common New Hay, $15@$18; long Rye Straw, $15@$16; short Rye Straw, $12@$13, ₱ ton.

HIDES—Have been held more firmly, with a fair demand noted for desirable lots of stock. We quote Dry Hides thus: Buenos Ayres, 21@24 lbs., 26c.; Buenos Ayres, 26@30 lbs., 25½c.; Buenos Ayres and Entre Rios Seconds, 21@23 lbs., 21½c.@22c.; Rio Grande, 20@21 lbs., 25c.; Orinoco, 20@23 lbs., 24c.; California, 22@25 lbs., 23½c., gold, selected; Central American, 18@21 lbs., 21c.@22c., as they run; Texas Rough, 20@25 lbs., 20½c.@21½c.; Western, 20@25 lbs., 18c.; Southern, 14@16 lbs., 16@18c., currency. Dry-Salted Hides thus: Maracaibo, 30@32 lbs., 16c.; Matamoras, 28@32 lbs., 17½c., gold, as they run; Southern and Western, 20@26 lbs., 17c.@17½c., currency. Wet-salted Hides thus: Buenos Ayres, 40@50 lbs., 13½c.; Rio Grande, 40@50 lbs., 13½c.; California, 45@50 lbs., 12c., gold, selected; New-Orleans, 70@80 lbs., 12½c.@13c.; Texas, 50@75 lbs., 12½c.@14c.; Texas Kips, 20@23 lbs., 16c.@16½c.; City Slaughter, Ox, 68@80 lbs., 11¾c.; City Slaughter, Cow, 45@50 lbs., 11c., currency. Upper Leather Hides thus: Buenos Ayres and Rio Grande Kips, 10@13 lbs., 27c., gold, selected; Mexican Kips, 10@19 lbs., 23c.@24c.; Texas Rough Kips, 9@11 lbs., 20c.@21c., currency. East India Hides—Calcutta Slaughter Cow, 9½@12½ lbs., 17c.@18c.; Calcutta Dead Green, 8@9 lbs., 14c.@15c.; Calcutta Buffalo, 18@22 lbs., 13c.@13½c., gold.

HOPS—Have been in very moderate request with New-York, growth 1872, quoted at 40c.@45c.; Eastern and Western, growth 1872, 35c.@40c.; crop of 1870, 10c.@18c.; old Olds, 5c.@15c.; Bavarian, 40c.@45c.; English, 30c.@35c.; Belgian, 20c.@35c.; California, 45c.@50c. ₱ lb.

LATHS, LIME, AND LUMBER—Have been quoted about as in our last, on a fair inquiry for suitable supplies.

LEATHER—There has been rather more call for stock, and values on really desirable grades have been well supported; Hemlock Sole, Buenos Ayres, Heavy, quoted at 27½c.@29c.; Middle, 28c.@30c.; Light, 27½c.@28½c.; California Heavy, 26c.@27c.; Middle, 27c.@27½c.; Light, 27c.; Orinoco, &c., Heavy, 25c.@26½c.; Middle, 25½c.@27c.; Light, 26½c.@27c.; good Damaged, all kinds and weights, 23c.@26c.; poor Damaged, all kinds and weights, 17c.@20c.; Rough, 32c.@35c.; Union Cropped, Heavy, 38c.@41c.; Middle, 38c.@42c.; Light, 40c.@42c.; Bellies, 18c.@20c.; Oak Rough, all weights, 33c.@35c.; Oak Rough, Southern, all weights, 30c.@32c. ₱ lb.

MOLASSES—Has been quoted steady, but has been inactive. We quote: New-Orleans, inferior to fancy, at from 60c.@87½c.; Porto Rico at 30c.@66c.; Cuba at 18c.@40c.; English Islands at 28c.@50c., ₱ gallon.

NAVAL STORES—Resin has been more active and quoted higher, closing buoyantly. The export demand has been brisker. Sales have been reported since our last of 8,760 bbls. Strained at $3 05@$3 12½, here, and $3 30 to arrive, closing here at $3 12½@$3 15; 1,385 bbls. No. 2 at $3 12½@$3 20; and 950 bbls. No. 1 at $3 50@$4, ₱ 280 lbs....Tar has been inactive, yet steady....Spirits Turpentine has been salable and firmer in price; 190 bbls. were placed at 43c.@44c. ₱ gallon.

OIL-CAKE—Has been quiet, since our last, with Western quoted at $39@$39 50, currency, and City (from E. I. seed) at $36@$36 50, gold.

PETROLEUM—A moderate inquiry has been noted for Refined at about previous prices, with sales reported of 4,000 bbls., August option, on private terms, quoted at 16c., and 3,000 bbls., last half of September, at 15⅞c., and at Philadelphia, 4,000 bbls., August, at 16c.... Crude, in bulk, quiet at 6c.@6¼c....Case Oil and Naphtha nominal.

PROVISIONS—Pork has been in more demand, especially Western Mess, which has been quoted firmer, on lighter offerings, with sales reported for early delivery of 800 bbls. New Western Mess, in lots, at $18; 45 bbls. Family Pork at $17 50@$18, with Western Prime Mess quoted nominal at $16 37½@$17 50, and Extra Prime at $15@$15 25. And for forward delivery, 250 bbls. New Western Mess, August option, at $17 90, and 1,000 bbls. do., September, at $17 90—both months quoted at the close at $18....City Dressed Hogs have been moderately sought after at 6½c.@7½c. ₱ lb....Cut-meats have been quoted less firm, on a slow trade, closing weak. Sales have been reported of sundry lots of Bulk Meats, including Pickled Shoulders, at 8¼c.@8½c....Bacon has been in less request and quoted easier in price, with sales reported, since our last, of only 75 boxes Long Clear at 8¾c.; and 100 boxes Stretford at 9c....Lard has been dull and heavy, with small lots of Western Steam reported sold at 8 7-16c.@8½c.; New do. at 8¼c.@8 5-16c.; 150 tcs. City at 8¼c.; and 600 tcs. Refined at 9½c., quoted at 8⅝c.@8¾. For forward delivery, no business of importance transpired, and the nominal quotations for Western Steam were 8 7-16c.@8½c. for August options; 8 9-16c.@8⅝c. for September; 8 11-16c.@8¾c. for October; with 8½c. asked for November, and 8¼c. as the nominal figure for December, January, and February....Beef has been inactive since our last, at from $8 25@$10 75 for New Mess; $10 75@$12 75 for New Extra do., ₱ bbl. Tierce Beef continues very quiet at $16 50@$20 for prime Mess; $20@$22 for India Mess, and $22 50@$25 for Extra India Mess. Beef Hams dull within the range of $18@$29 for very inferior to choice brands....Butter of the better grades has been in fair jobbing demand, at about previous quotations. Poorer grades rather dull. We quote at from 25c.@31c. for fair to choice State, at 31c.@35c. for choice to very fancy lots, and 14c.@21c. for Western, chiefly at 17c.@18c. for fair to good, 21c.@25c. for fancy do., 8c.@8½c. for Grease stock....Cheese has been quoted weak, with a comparatively tame movement noted. State Factory, poor to fancy, quoted at from 8½c.@13½c., chiefly at 13c.@13¼c. for fine, and 12c.@13c. for fair to good shipping qualities; State Dairy at 7c.@12½c.; Western product at 9½c.@12¾c. for ordinary to choice Factory; 5c.@7¾c. for Skimmed stock, ₱ lb.

SALT—Has been in fair demand, with Liverpool Ground quoted at $1 40@$1 50; Liverpool Fine, $2 25@$3 30, from store; Syracuse Ground, $1 30@$1 40; Factory Filled, $2 25; Bulk, 35c@40c.; Coarse, 46c.; Turk's Island, by the cargo, at 28c.@29c., and from store at 32c.@35c.

SALTPETRE—Has been quiet at 6½c.@6¾c., gold, free, and 5½c.@5¾c., gold, in bond, ₱ lb.

SKINS—Deer have been firm and wanted; Goat quiet; Honduras Deer quoted at 62c.; Guatemala, 70c.; Chagres, 70c.; San Juan, 60c.; Sisal, 60c.; Vera Cruz, 65c.; Porto Cabello, 62½c.; Southern and Texas, 35c.@45c., currency, ₱ lb. And Tampico Goat at 46½c.; Matamoras, 46½c.; Vera Cruz, 45c., gold; Buenos Ayres, 50c.; Payta, 47½c.; Curacoa, 50c.; Cape, 35c.@40c.; Madras, each, 50c.; Patna, 32½c.@35c.; English Islands Tanned Goat, 75c.; East India Sheep, 57½c.@60c., currency.

SUGARS—Raw have been quoted firm, though not active; 300 hhds. and 1,005 boxes Centrifugal sold at 9¼c.@9½c. ₱ lb. We quote: Fair Refining Cuba at 8c.; good do., 8¼c.; prime do., 8⅜c.; No. 12 Box Clayed stock at 8⅜c.; Centrifugals, Nos. 10 and 13, 8⅞c.@9⅜c. Refined Sugars have been in request, with Powdered quoted at 11¼c., Crushed at 11¼c., Granulated at 11⅜c., A's at 10⅜c.@10⅞c., and Yellow at 9¼c.@10¼c., ₱ lb.

TALLOW—Sold to the extent of 198,000 lbs., inferior to prime, at 7⅜c.@8⅛c. ₱ lb.; market steady.

WHISKY—Firmer and in fair request; 300 bbls. sold at 95c.@95½c. ₱ gallon.

WOOL—Has been attracting more attention, chiefly from manufacturers. Prices have shown more steadiness on all desirable grades of domestic product within the range last quoted. Domestic Fleece has been in fair request, mostly at from 48c.@52c.; do. Pulled at 40c.@46½c.; unwashed stock at 34c.@40c.; washed, part at 50c.; Georgia at 25c., and Texas at 25c.@37½c., mainly at 27c.@31c. California Spring Clip has been moderately active, with the main dealings in grades available at from 24c.@27c. Foreign Wool has been moving rather slowly. A few lots of Cape were placed at 34c.@36½c.; Australian at 49½c., and of Mexican at 17c.@23c. Combing stock has been moderately sought after, with a few sales reported within the range of 55c.@58c., and unwashed at 40c. ₱ lb....The Boston *Shipping List* of this date says: "The market for domestic Wool is quite active and recent prices are now readily obtained. Manufacturers continue to be free buyers, and with a more confident feeling there is more or less speculative inquiry. Manufacturers, however, have been stocking up quite largely for some weeks, both in seaboard markets and in the interior, and an advance in Wool at the present time would tend to check the activity now prevailing. The market, however, is very firm, and it is very generally believed that better prices will rule as the season advances. We quote Illinois, Iowa, and Wisconsin fleeces from 42c.@47c.; Michigan, 46c.@48c.; Ohio and Pennsylvania at 47½c.@50c., and choice XX and above, 51c.@52½c., ₱ lb. Combing and de laine fleeces are in demand, with sales at 51c.@58c. ₱ lb., as to quality. California Wool continues in demand and has been selling at 25c.@35c. ₱ lb., as to quality, good and choice ranging from 30c.@35c. ₱ lb. In foreign Wool no transactions of any importance."

FREIGHTS—The business in the chartering line was again fairly active, with the main call for Petroleum and Grain vessels, at very firm rates. The free arrivals of the last few days did not add materially to the available supply of tonnage, as several of the vessels had been chartered previously, and were out of market. Owners were quite confident in their views. Vessels for the Naval Store trade attracted most attention. Berth freights were comparatively tame. Room was scarce and held with firmness, though the demand for accommodation was very moderate at the moment. The high prices of Grain checked export movements....For Liverpool, the reported engagements, since our last, have been, by steam, 320 boxes Bacon at 60s., and 1,600 boxes Cheese at 70s., with Grain rates quoted nominal at 13d.@13½d. ₱ bushel....For London, by steam, 1,000 bbls. Flour at 4s. ₱ bbl.; 8,000 bushels Wheat at 13d. ₱ bushel, both shipments to complete cargo, and 100 hhds. Tobacco at 52s. 6d. Also, a bark, with about 2,000 bbls. Refined Petroleum reported at 7s. 3d. ₱ bbl....For a direct port in the United Kingdom or the Continent, a German brig, 179 tons, with a full cargo of Resin, from Wilmington at 7s....For Cork and orders, a Norwegian bark, 429 tons, hence, with about 2,700 quarters Grain at 9s. 9d.; a Norwegian brig, 201 tons, hence, with 1,400 quarters do. at 10s. ₱ quarter; a Norwegian bark, 344 tons, hence, with about 2,100 bbls. Refined Petroleum at 8s. ₱ bbl.; an Italian bark, 648 tons, (to arrive,) hence, with about 4,300 quarters Grain at 8s. 6d.; an Austrian bark, 624 tons, hence, with about 4,100 quarters do. at 9s. 6d.; another, 578 tons, hence, with about 3,900 quarters do. at 9s. 6d.; an Italian brig, 520 tons, with about 3,400 quarters do., from Philadelphia, at 9s. ₱ quarter, and a British bark, 436 tons, with Wheat, reported from San Francisco, on private terms, quoted irregularly at from 80s.@90s....For Bremen, by steam, 450 bbls. Resin, 650 bbls. Dried Apples, 300 pks. Tobacco, and 400 pks. merchandise, at full market rates....For Havre, a Norwegian bark, 481 tons, hence, with about 2,900 bbls. Naphtha, at 8s.; another, 640 tons, hence, with about 4,200 bbls. Crude Petroleum, at 7s. 6d.; an American bark, 446 tons, hence, with about 2,800 bbls. do., reported at 7s. 9d.; a Norwegian bark, 665 tons, hence, with about 3,500 bbls. Refined Petroleum, reported at 7s. ₱ bbl....For a French port, direct, a Norwegian bark, about 460 tons, (now here,) with about 3,100 bbls. Crude Petroleum, from Philadelphia, on private terms....For Antwerp, by sail, 1,000 tcs. Lard and 500 bbls. Resin, on private terms; also, a Norwegian bark, 430 tons, hence, with a full cargo of Rye, on the basis of 14¾d. ₱ bushel....For the Continent, a British bark, 779 tons, hence, with about 5,200 bbls. Refined Petroleum, reported at 7s.@7s. 6d. ₱ bbl.; and a Norwegian bark, about 370 tons, hence, with about 2,500 bbls. do., reported on private terms....For Dantzig, a German bark, 281 tons, hence, with about 1,800 bbls. Petroleum, at 9s. ₱ bbl....For the German Baltic, a Norwegian bark, 491 tons, hence, with about 2,900 bbls. Petroleum, at 9s.; a German bark, 444 tons, (to arrive,) with about 3,000 bbls. do., from Philadelphia, at 8s. 9d. ₱ bbl....For Glasgow, by steam, 2,000 boxes Cheese, at 70s. ₱ ton....For Trieste, an Austrian bark, 660 tons, (now at Boston,) hence, with about 3,500 bbls. Petroleum, at 8s. 9d. ₱ bbl.

LIVE STOCK MARKETS.

NEW-YORK, Wednesday, Aug. 13, 1873.

Trade in horned Cattle was quite unimportant on this forenoon. Milch Cows on a heavy run have fallen back in feeling; prices have not changed since our last quotations; sales have been few; quality to hand from poor to fair. Veals still slow from 8c.@9¼c. ₱ lb.; grass Calves dull from $5@$7 ₱ head. Sheep, in selected lots, sold from 5⅜c.@6½c. ₱ lb.; in large lots from 5¾c.@5⅞c. ₱ lb. Lambs sold generally at 8c. ₱ lb. Trade in Hogs opened firm on a rather light run, and cool weather rendered live Hogs more easy of sale; live Hogs were worth from 5⅜c.@5⅝c. ₱ lb.; City Dressed from 6½c.@7½c. ₱ lb.

SALES.

At Fortieth-street Sheep Market, Lerch & Barnes sold 420 Sheep, weight 35,040 lbs., at 5⅞c. ₱ lb.; 6 Sheep, weight 690 lbs., at 6½c. ₱ lb. Judd & Buckingham sold 63 Sheep, weight 5,740 lbs., at 5½c. ₱ lb.; 225 Sheep, weight 17,900 lbs., at 5⅜c. ₱ lb.; 62 Calves at $5 ₱ head; 155 Lambs, weight 8,510 lbs., at 8c. ₱ lb. T. H. Reid sold 55 Lambs, weight 3,025 lbs., at 8c. ₱ lb. Geo. F. Kimball sold 111 Ohio Hogs, average weight 178 lbs., at 5⅝c. ₱ lb.

At Forty-eighth-street Sheep Market, T. Kirby sold 70 Sheep, weight 5,420 lbs., on private terms; 42 Sheep, weight 2,980 lbs., at 5⅛c. ₱ lb.; 11 Lambs, weight 580 lbs., at 7c. ₱ lb.; 18 Lambs, weight 1,000 lbs., at 8c. ₱ lb. Hume & Elliott sold 108 Sheep, weight 8,170 lbs., at 5½c. ₱ lb.; 114 Sheep, weight 9,010 lbs., at 5⅜c. ₱ lb.; 58 Sheep, weight 5,540 lbs., at 6c. ₱ lb.; 14 Sheep, weight 1,490 lbs., at 6¼c. ₱ lb.; 3 Sheep, weight 280 lbs., at 6¼c. ₱ lb.; 410 Lambs, weight 23,660 lbs., at 8c. ₱ lb.; 1 Veal, weight 140 lbs., at 6c. ₱ lb.; 5 Veals, weight 510 lbs., at 6½c. ₱ lb.; 4 Veals, weight 710 lbs., at 8c. ₱ lb.

RECEIPTS.

Gross arrivals at Weehawken Yards for week ending Aug. 11, 1873: 1,775 head of horned Cattle, 8,360 Sheep and Lambs, 527 Calves, 7,439 Hogs, 16 Horses; all save the horned Cattle on transit to New-York City, chiefly consigned to West Fortieth-street Hog Yards.

Fresh arrivals for yesterday and to-day at Fortieth-street Hog Yards: 5,621 Hogs, 683 Sheep and Lambs, 1 Veal.

Fresh arrivals at Forty-eighth-street Sheep Yards for yesterday and to-day: 1,478 Sheep and Lambs, 71 Cows, 38 Veals.

BUFFALO, N. Y., Aug. 13.—Cattle—Receipts to-day, including 20 cars reported to arrive, 980 head, making the total supply for the week, thus far, 8,636 head, or 508 cars, against 431 cars for the same time last week. The market was very lively this morning for good Cattle at yesterday's prices. Common stock was neglected; about 1,600 head were disposed of; sales, 931 head Illinois Steers, ranging from 1,164 lbs. to 1,425 lbs., at $5 25@$6 25; 175 head Indiana Steers, ranging from 1,112 lbs. to 1,344 lbs., at $5@$5 37½; 115 head Ohio Steers, ranging from 998 lbs. to 1,323 lbs., at $5 12½@$5 80; 250 head Texas Steers, ranging from 810 lbs. to 1,093 lbs., at $3 80@$4 37½; 133 head Kentucky Steers, ranging from 1,453 to 1,506 lbs., at $6@$6 25; 60 head Iowa Steers, averaging 1,535 lbs., at $6 37½; 54 head Michigan Steers, ranging from 935 to 1,119 lbs., at $4 25@$4 87½. Sheep and Lambs—Receipts to-day, including reported arrivals, 10,200 head, making the total supply for the week thus far 18,400 head, against 9,860 head for the same time last week. The market was very active; sales, 1,300 head Ohio Sheep, ranging from 72 to 89, at $4 75@$5 30; 201 head Illinois Sheep, averaging 73, at $5; 441 head Canada Sheep, ranging from 102 to 126 lbs., at $5@$5 50; 1,634 head Canada Lambs, ranging from 61 to 72 lbs., at $6 75@$7 12½. Hogs—Receipts to-day, including reported arrivals, 1,000 head, making the total supply for the week, thus far, 9,200 head, against 13,000 head for the same time last week; the market was active, at 10c. ₱ cwt. advance on good Hogs over yesterday's prices; good stockers and Boston Hogs selling at $5@$5 25; the pens are well filled with common Grassers, which are neglected at $4 75@$4 90.

THE STATE OF TRADE.

ST. LOUIS, Aug. 13.—Flour quiet and weak; concessions would have to be made to sell; sales of round lots of Superfine Winter at $3 75@$4 25; Extra Winter, $4 50@$5 25; Double Extra Winter, $5 50@$6 25; Treble Extra, $6 50@$7 25; Family, $7 25@$8 75. Wheat in good demand; sales of sample lots of prime to choice Red at $1 40@$1 45; White, $1 45@$1 60. Corn firmer at 38c.@38½c. for No. 2 Mixed, in elevator. Barley quiet; New Minnesota sold at $1@$1 02½. Rye dull and lower at 56c.@58½c. Whisky quiet at 91c. Pork firm at $16 75@$17 00. Dry-salted Meats held firmly; no sales. Bacon firm for jobbing and order lots at 9¼c.@9½c. for Shoulders; 10¾c.@11c. for Clear Rib Sides; 11c.@11¼c. for Clear Sides. Lard firm; sales of Summer Steam at 7½c.; Refined, 8¾c. Live Hogs firm at $4 25@$4 60. Cattle steady; shipping lots scarce and wanted; sales of inferior to common at $1 50@$2 75; Butchers', $3 75@$4 50; shipping lots, $4 75@$5 75. Receipts—4,000 bbls. Flour, 17,000 bushels Wheat, 20,000 bushels Corn, 14,000 bushels Oats, 1,000 bushels Barley, and 1,000 bushels Rye.

CHICAGO, Aug. 13.—Flour—Demand good at full prices; offerings continue light; Sales of Extra Spring at $6@$6 50. Wheat unsettled, irregular, and lower; sales of No. 1 Spring at $1 24; No. 2 do., $1 22 spot; $1 17 seller August; $1 11½ seller September; No. 3 do., $1 13½@$1 14; Rejected, 97c.@98c. Corn active and higher at 39½c. for No. 2 Mixed, cash or seller August; 39½c. seller September; 40c. seller October; Rejected, 35½c.; High Mixed Canal, afloat, 41c. Oats steady at 27¾c. for No. 2 spot; 27⅛c. seller August; 26¼c. seller September. Rye firm and in fair demand at 60c. for No. 2. Barley firm and in fair demand; No. 2 Fall nominally 80c.@90c., spot; sales at 94c.@95c., seller September. Pork steady at $16, cash or seller August or September. Lard firm and in fair demand at 7⅞c.; generally held at 8c. Bulk Meats steady and unchanged; no sales. Bacon quiet and unchanged. Whisky steady at 91c. Freights—Corn, to Buffalo, 4¼c. Receipts—5,000 bbls. Flour, 52,000 bushels Wheat, 245,000 bushels Corn, 46,000 bushels Oats, 45,000 bushels Rye. Shipments—5,000 bbls. Flour, 27,000 bushels Wheat, 580,000 bushels Corn, 43,000 bushels Oats.

BUFFALO, Aug. 13.—Lake and Rail Imports for the last 24 hours—Flour, 7,950 bbls.; Wheat, 137,522 bushels; Corn, 341,627 bushels; Oats, 53,814 bushels; Barley, 440 bushels; Peas, 350 bushels. Canal Shipments—Wheat, 92,634 bushels; Corn, 157,104 bushels; Oats, 40,474 bushels. Rail Exports—Wheat, 16,000 bushels; Corn, 23,800 bushels; Oats, 94,256 bushels. Canal Freights to New-York—Wheat, 10½c.; Corn, 9¼c.; Oats, 6½c. Flour quiet; Western Spring, $6 50@$7; Bakers', $7@$8; Amber, $7 50@$8 50; White, $9@$9 25. Wheat firm; sales of 7,000 bushels No. 1 Chicago Spring at $1 49; quoted: Milwaukee No. 1 Spring, $1 45; do. No. 2 do., $1 36@$1 37; Chicago No. 2 Spring, $1 33. Corn firm; sales of 2,000 bushels per sample at 42c.@43c.; 60,000 do. Mixed No. 2 at 43c.@44c. Oats quiet; sales of 4,500 bushels No. 2 at 37c.; 3,200 bushels do. at 36½c.; 200 bushels Blown at 37c. Rye nominal at 73c.@75c. Barley-malt—Prime Winter Western, $1 15@$1 20; prime Canada, $1 25. Other articles unchanged.

TOLEDO, Aug. 13.—Flour in fair demand and firm. Wheat firm; advanced 1c.; sales of No. 2 White Wabash at $1 70; Extra White Michigan, $1 70; No. 1 do., $1 58; Amber Michigan, spot, $1 40@$1 42; seller August, $1 41@$1 41¼; seller September, $1 42; No. 1 Old Red, $1 45; No. 2 Red, spot, $1 41; seller September, $1 42; Dayton and Michigan Red, $1 40; No. 2 Amber Illinois, $1 48. Corn a shade higher; sales of High Mixed, spot and seller August, 43½c.; seller September, 44¼c.; seller October, 45½c.@45¾c.; Low Mixed, 43¼c.; White, 54c.; no grade, 39½c.; Damaged, 32c. Oats firm and in fair demand at 34c. for No. 1; 31c. for No. 2 old; 31½c. for Michigan old. Freights firm and unchanged. Receipts—1,000 bbls. Flour, 29,000 bushels Wheat, 41,000 bushels Corn, 5,000 bushels Oats. Shipments—1,000 bushels Flour, 8,900 bushels Wheat, 58,000 bushels Corn, and 4,000 bushels Oats.

PHILADELPHIA, Aug. 13.—Quercitron Bark—No. 1 dull at $35. Clover-seed—No sales. Timothy, $3 75@$4 50. Flaxseed commands $2@$2 05. Flour very dull; Superfine, $3 30@$4; Extras, $4 25@$5 50; Wisconsin and Minnesota Extra Family, $6 75@$8 25; State, Indiana, and Ohio do., $7 25@$8 50; High Grades, $8@$10. Wheat rather quiet; Red, $1 45@$1 50; White, $1 55@$1 65. Rye unchanged. Corn active; Yellow, 58c.; sales, 40,000 bushels Mixed Western at 57c.@59c.; Damp, 45c.@55c. Oats dull; White, 45c.@47c.; Mixed, 39c.@41c. Sugar—Sales, 3,900 hhds. at 7⅞c.@8¼c. Provisions steady. Mess Pork, $17 50@$17 75. Smoked Hams, 14c.@15c.; do. Sides, 10¼c.@11¼c.; do. Shoulders, 10c. Hams, in pickle, 12½c.@13c.; Sides, do., 9½c.@10½c. Salted Shoulders, 9c. Lard dull at 8½c.@9c. Petroleum declining; Crude, 11c.; Refined, 16½c. Whisky steady at 96c.@96½c.

OSWEGO, N. Y., Aug. 13.—Flour steady, with a good demand; sales of 2,000 bbls. at $7 75 for No. 1 Spring; $8 75 for Amber Winter; $9 75 for White Winter; $10 25 for Double Extra. Wheat steady; sales of 4,000 bushels No. 1 Milwaukee Club at $1 50. Corn dull; sales of 1,200 bushels, by sample, at 50c.@51c.; 1,200 bushels Yellow at 54c. Corn-meal, $1 15 for bolted, $1 10 for unbolted, ₱ cwt. Mill-feed unchanged; Shorts, $17@$18; Shipstuffs, $18@$19; Middlings, $19@$20 ₱ ton. Canal Freights—Wheat, 7¼c., Corn and Rye, 6¾c., to New-York. Lumber, $3 25 to the Hudson, $4 25 to New-York. Railroad Freights—Flour to Philadelphia, 60c.; to Boston, 50c.; to New-York, 40c.; to Albany, 38c. Receipts by Lake—17,000 bushels Wheat, 471,000 feet Lumber. Shipments by Canal—1,522,000 feet Lumber.

LOUISVILLE, Aug. 13.—Flour firm and in fair demand; supply light; sales of Family Extra at $5 75; A No. 1, $6 75; Fancy, $7 75. Wheat in good demand, with sales to millers of Red at $1 30; Amber, $1 35; White, $1 40, on arrival. Corn easy; demand limited; sales of shelled, sacked, and delivered at depot at 54c.@58c. Oats steady at 42c.@44c. for sacked and delivered. Rye and Barley nominal. Pork sold at $16 75. Bacon steady at 9¼c.@9½c. for Shoulders; 11c.@11¼c. for Clear Rib Sides; 11c.@11½c. for Clear Sides, packed. Hams unchanged at 13c.@13½c. for Plain; Sugar-cured, canvased, 14½c. Bulk Meats—Sales of Shoulders at 8½c.; Clear Rib and Clear Sides at 10c.; ¼c. higher for packed. Lard—Sales of Tierce at 8¾c.@9½c.; Keg, 9½c.@11c.; Steam, 8c.@8¼c.; small order lots, ½c.@¼c. higher.

NEW-ORLEANS, Aug. 13.—Flour firm and scarce; sales of Double Extra at $6 25; Treble Extra, $6 50@$7 50; Family, $8 25@$9 75. Corn firm and scarce at 70c. for Mixed; 73c. for White Mixed; 75c. for White. Oats quiet at 43c.@45c. Bran scarce at 85c. Hay—sales of Prime at $24@$24 50; Choice, $29. Pork firm and scarce at $17 50. Dry Salted Meats sold at 9½c. for Shoulders. Bacon firm and scarce at 10c. for Shoulders; 11¾c. for Clear Rib Sides, and 12c. for Clear Sides. Choice Hams scarce and in demand at 16c.@16½c. Lard firmer; stock small; sales of Tierce at 8¾c.@9c.; Keg, 11c. Sugar—Stock light; sales of Fair to Fully Fair at 9¼c.@9¾c. Molasses—No movement. Whisky quiet; sales of Louisiana at 95c.; Cincinnati, $1. Coffee sold at 19c.@20¾c. Exchange—Sterling, 125⅝; New-York, Sight, ⅜ premium; Gold, 115¼.

BOSTON, Aug. 13.—Wool is quite active, manufacturers being free buyers and have added largely to their stocks during the past month. Recent prices are readily obtained, and the aspect of the market denotes decided firmness, which has given rise to the opinion that higher rates will rule as the season advances. Any advance in the price at the present time would, however, undoubtedly check the activity now prevailing. We quote Illinois, Iowa and Wisconsin Fleeces, 42c.@47c.; Michigan, 46c.@48c.; Ohio and Pennsylvania, 47½c.@50c., and choice double extra and above, 51c.@52½c. Combing and Delaine Fleeces are in demand, with sales at 51c.@58c. ₱ lb., according to quality. California Wool continues in demand at 25c.@35c. ₱ lb., good and choice ranging from 30c. to 35c.

CINCINNATI, Aug. 13.—Flour firm and steady at $6 25@$6 50. Wheat in fair demand and firm at $1 25@$1 30. Corn firm and in fair demand at 45c.@48c. Rye steady at 68c.@70c. Oats quiet at 38c.@41c. Barley dull and nominal. Butter steady. Provisions quiet. Pork quiet at $16 50@$17; generally held at $17. Lard quiet and unchanged. Bulk Meats quiet; Shoulders, 8¼c.; Clear Rib Sides, 9½c.; Clear Sides, 9¾c. Bacon quiet; Shoulders, 9c.; Clear Rib Sides, 10½c.@10⅝c.; Clear Sides, 10⅞c. Whisky firm at 92c.

MILWAUKEE, Aug. 13.—Flour steady; extra Spring, $5 75@$6 80. Wheat in fair demand and firm; No. 1 at $1 31; No. 2 at $1 26, for cash; $1 20 for August; $1 13 for September. Oats quiet and weak; No. 2 at 28c. Corn quiet and weak; No. 2 Mixed, 38c. Rye dull and unsettled; No. 1 at 62c. Barley firm and in fair demand; No. 2 Spring, 90c. Lake Freights—Wheat, to Buffalo, 5c.; Oswego, 11c. Receipts—5,000 bbls. Flour, 24,000 bushels Wheat. Shipments—3,000 bbls. Flour, 38,000 bushels Wheat.

BALTIMORE, Aug. 13.—Flour quiet and unchanged. Wheat steady; Western Red, $1 47@$1 53. Corn—Southern White dull at 70c.@72c.; Southern Yellow nominal at 60c.; Mixed Western quiet but firm at 58c. Oats firm; Southern, 42c.@44c.; Western Mixed, 41c.@42c. Rye firm at 35c.@40c. Hay unchanged. Provisions unchanged and firm. Western Butter unchanged. Whisky dull and weak at 95c. for small lots.

MEMPHIS, Aug. 13.—Flour dull and drooping; Medium, $6@$7 50. Corn advanced and in fair demand at 59c.@61c. Oats dull and declining at 42½c.@43c. Bacon quiet and weak; Shoulders, 9½c.@9¾c.; Sides, 11½c.@11¾c. Lard dull and nominal. Pork firm and scarce at $18, in store.

CLEVELAND, Aug. 13.—Wheat in fair demand and higher; sales of No. 1 Red at $1 43; No. 2, $1 37. Corn and Oats unchanged. Petroleum declining; sales of Standard White at 13½c.; State Test, 22c.

FOREIGN MARKETS.

LONDON, Aug. 13—12:30 P. M.—United States 10-40 Bonds, 91¼. Paris advices quote Rentes at 57f. 45c.

2:30 P. M.—Erie Railway Shares, 47¼.

3:30 P. M.—The rate of discount for three months' bills in the open market is 1-16 ₱ cent. below the Bank of England rate.

5 P. M.—United States 5-20 Bonds, 1867s, 95; 10-40s, 92. Erie Railway Shares, 47¼. Paris dispatches quote Rentes at 57f. 40c.

LIVERPOOL, Aug. 13—1:30 P. M.—Breadstuffs—The market is quiet.

12:30 P. M.—Cotton—Sales of Cotton shipped from Savannah or Charleston, not below Low Middling, deliverable August, at 8⅞d.

1 P. M.—Cotton—The market is easier and partially a shade lower. Middling Uplands, 8⅞d.; Middling Orleans, 9⅛d. Sales 12,000 bales, including 2,000 bales for speculation and export.

5 P. M.—Cotton—Of the sales to-day 6,750 bales were American. Sales of Cotton shipped from Savannah or Charleston, deliverable October and November, at 8⅝d.; from the same ports, not below Low Middling, deliverable September, at 8¾d., and sales of the new, not below Good Ordinary, shipped November and December, at 8½d. Provisions—Bacon, 38s. 6d. ₱ cwt. for Cumberland Cut.

Evening—Spirits Turpentine, 32s. 6d.@33s. ₱ cwt.

LONDON, Aug. 13—Evening.—Fine Resin, 13s.@15s. ₱ cwt.

HAVANA, Aug. 13.—Exchange firm; on United States, 60 days' currency, 28@29 premium; Short Sight, 30@31 premium; 60 days' Gold, 47@48 premium; Short Sight, 50@51 premium; on London, 62@64 premium; on Paris, 43@43½ premium.

The New York Times.

NEW-YORK, THURSDAY, AUG. 14, 1873.

AMUSEMENTS THIS EVENING.

UNION SQUARE THEATRE.—FUN IN A FOG.—Characters by the Vokes Family.

WALLACK'S THEATRE.—MIMI—Mr. Dion Boucicault, Miss Katharine Rogers, Miss Effie Germon.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES—Afternoon and evening.

CENTRAL PARK GARDEN.—SUMMER NIGHT'S CONCERT by Theo. Thomas' Orchestra.

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best daily family paper published; it contains the latest news and correspondence; all objectionable advertisements are rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

TERMS TO MAIL SUBSCRIBERS.

The DAILY TIMES, per annum, including the Sunday Edition.....$12
The DAILY TIMES, per annum, exclusive of the Sunday Edition..... 10
The Sunday Edition, per annum..... 2
The EUROPEAN EDITION, per annum, postage extra.. 3
The SEMI-WEEKLY TIMES, per annum..... 3
The WEEKLY TIMES, per annum..... 2

Club rates of THE WEEKLY—all to one Post-office address—Five copies, per annum, $7 50; Ten copies, per annum, $12 50; Twenty copies, per annum, $22; Thirty copies, per annum, $30, and One extra copy to each Club. For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter-up of the club.

When the names of subscribers are required to be written upon each paper of the club at one post-office address, ten cents for each copy additional to the above rates.

Club rates of THE SEMI-WEEKLY TIMES: Two copies, one year, $5; ten copies, one year, $25—and one extra copy free. New names may be added to clubs at any time during the year, at club rates.

THE SEMI-WEEKLY and WEEKLY mailed one year to clergymen at the lowest rates.

These prices are invariable. Remit in drafts on New-York or Post-office Money Orders, if possible, and where neither of these can be procured send the money in a registered letter.

TERMS, cash in advance.

THE NEW-YORK TIMES,
New-York City.

NOTICE.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

Families or other subscribers leaving the City for the Summer can have THE TIMES *mailed to their address at $1 per month.*

Rarely has an August storm been so severe or caused so much damage as that of yesterday. Spreading over a large area of country, travel was intercepted on several leading railroad lines by the washing away of the tracks, and numerous towns in New-Jersey and Pennsylvania suffered severely from the rushing waters. At Long Branch the day was one of extreme discomfort and suggestive of disasters at sea, on account of the gale, which raged without cessation. Altogether, the weather in the Middle Atlantic States was of almost unprecedented severity. As an incident of the storm, a painful rumor was current in the City last evening, and very generally believed, that the Long Branch steamer which left the City at 4 o'clock, had been lost, with 400 passengers, but it happily proved to have no foundation whatever in fact. The storm has continued with unabated violence down to the hour of our going to press.

As an answer to the new professions of faith by the Democracy, the Republicans of Pennsylvania yesterday reaffirmed the platform of 1872 in their State Convention. The Administrations of President GRANT and Gov. HARTRANFT were strongly indorsed, and in dealing with issues which have arisen since last year the convention uses decisive language. It properly demanded that an amendment to the State Constitution prohibiting special legislation should be separately submitted to the people, in order to insure a decided expression on the matter. The resolution in reference to the farmers is in striking and favorable contrast to those of the Democrats, as it merely declares that the Republicans of Pennsylvania will be the allies of agriculture and labor in all just efforts to secure their due influence, interests, and rights. With the record which it has made in the management of State affairs, and pledged as it is to further reform, the Republican Party of Pennsylvania has the right to appeal as it does to the continued confidence of the people.

A correspondent writes to us complaining of a "mistake" made by a druggist's assistant, by which he very narrowly escaped losing his child. Some powders were prescribed for our correspondent's child, consisting of bismuth, pepsine, and opium. When the powders were made up, he found that they contained *ten times* the quantity prescribed. He expressed his suspicions to the clerk, and that person replied that he always "gave the money's worth"—an answer which would be rather funny if the life of a child had not been at stake. Had the powders been administered, our correspondent would, undoubtedly, have had a death in his family. The charge against the druggist is, of course, a very serious one, and we have taken pains to inquire into it, and have satisfied ourselves that our correspondent tells the truth. We therefore gladly take the responsibility of publishing the name and address of this druggist who is in the habit of giving "the money's worth." It may be that although we have given him a gratuitous advertisement he will not thank us for it.

There can be no doubt that many lives are sacrificed by "mistakes" of the kind described above. Doctors write prescriptions, and wonder that the medicine does not produce the effect expected—often quite the contrary effect. At such establishments as CASWELL & HAZARD'S, or MILHAU'S, or DELLUC'S, and others of good character, there is no danger of carelessness or ignorance; but in the poorer parts of the City, and in country districts, the druggist or his assistant is too often quite incompetent for his business. A case in point is reported to-day from Kingston, N. Y. A child had been suffering from cholera infantum, and the doctor prescribed some camphor-water. The druggist, by "mistake," made up spirits of camphor. The child was seized with convulsions and died in a few hours. We are told that the event has created "great feeling." And no wonder—but why does not the father of the child prosecute the druggist? When one or two of these ignoramuses have been sent to prison there will be less danger of patients being killed by medicine.

The present method of dealing with actions at law in the District Courts leaves ample room for reform. If these Courts are intended to facilitate the settlement of small claims, as everybody supposes that they are, the object might be much more effectively attained than it is. Cases are constantly put off from week to week without any reason whatever for the delay, beyond mere request of some practicing attorney. The system is one of the means by which defendants postpone the payment of their just debts to as late a day as possible, and seek at the same time to exhaust the patience of the plaintiff; and it ought to be abolished. It is no uncommon thing at the moment when a case is called on to see the defendant disappear for a few moments outside the door, while his attorney asks for and obtains an adjournment. Three or four such adjournments, over never less than a week each, are by no means unusual, and if, on any occasion the plaintiff happens not to be present at the moment, an application to have the case dismissed is promptly put in by the defendant's counsel. Delays of this kind defeat the ends of justice, and inflict a great hardship upon small creditors. They should not be sanctioned without ample cause, nor without an allowance of costs to the other side.

According to the statements of the President of the Pennsylvania Board of State Charities, the work with which that body is charged has not been undertaken too soon, and cannot be prosecuted with too much vigor. A young girl, whose only crime is harmless lunacy, had been confined in a noxious cell for months, and there was urgent need for some power to liberate her. We are glad to know that the board has finally succeeded in cutting the red tape from about this unhappy victim. But a much worse case than this was found in another county jail, where an old man was discovered who had been in chains for many years. The key of his manacles had been lost for a long time, but the agent of the board filed off his irons. The President says, "Many like cases are fresh and vivid in our minds;" and, as his word cannot be disputed, it is evident that the treatment of the insane in the almshouses and county jails of Pennsylvania has not been such as to reflect credit upon the authorities. There has been little intentional cruelty, perhaps, but negligence and lack of supervision have led to results which are disgraceful.

Lord DUFFERIN prorogued the Dominion Parliament yesterday, and announced he had appointed a royal commission to make inquiry into the Pacific Railroad scandal. There were some signs of excitement in the House of Commons in anticipation of this decision, and Sir JOHN MACDONALD must now expect a bitter war to be made upon him, as his opponents will hardly be satisfied with the impartiality of such a tribunal. So far as this affair is made to enter into a struggle for power, people outside of Canada feel no interest whatever in it, but in its moral aspect it is of very general concern. It is for the public interests of all lands that such gigantic corruption as that which appears in the letters of Sir HUGH ALLAN should be fully investigated and fearlessly punished. If this is done it is of little consequence whether the result is reached through a commission or a Parliamentary committee.

CHAFF FOR FARMERS.

Three Democratic conventions, held in the widely-separated States of Maine, Maryland, and Ohio, have within a few days passed resolutions which are chiefly significant for the desire they express to convert the discontent among the farmers into capital for the Democrats. Without any definite idea as to the causes or character of this discontent, the conventions in Ohio and Maine resolved as follows:

> "That, although always constituting a large majority of the American people, the agriculturists have never demanded of the Government, State or Federal, any special privilege; have never infested the halls of Congress or the Legislature with lobbies and rings, but, on the contrary, have suffered under discriminating and unjust laws until forbearance has ceased to be a virtue. We hereby pledge our sincere and honest efforts to obtain for them a redress of their grievances, and equal and exact justice."

In Maryland, the convention having better taste, said more briefly:

> "That we earnestly deprecate the unjust and discriminating laws under which the agricultural interests of the country have suffered, and we hereby pledge the best efforts of the party to obtain for them a redress of their grievances and equal justice."

But the spirit of these resolutions is the same, and they have a common purpose. The Democrats, seeing no hope in anything else, have determined to attempt to rebuild their shattered party on the discontent among the farmers. The idea is not altogether devoid of shrewdness, and in endeavoring to carry it into practice the Democrats will have the benefit of experience in such matters. Since their political fortunes were wrecked in the destruction of slavery, they have made everybody's wrongs their own, provided, always, that everybody was white. In all these efforts they have failed, and we see no reason for believing that in the present case their failure will not be equally notable.

The American farmers are not fools, although Democratic conventions appear to assume that they are. If they read these resolutions, they will read them with sufficient care to separate the wheat from the chaff. Their first difficulty will be to find a reason for believing that the Democrats, having the opportunity, would practice the gospel they have taken to preaching with such fervor. There is nothing in the history of the Democratic Party to prove that it is sincere in this sudden sympathy for the farmers. It certainly was not looking to the elevation and interests of the "agriculturists" when it fought so desperately in Congress, and afterward in the field, to keep millions of tillers of the soil in slavery. The farmers of the country cannot forget that it was the Democratic Party which tried to degrade and cheapen their labor by keeping it in competition with that of slaves. It is nothing to the purpose that the crops of the two sections of the country were, as they still are, radically different. The great fact in Democratic history which the farmers cannot forget is the persistent disregard it showed for the rights of man. Because of this fact, they must necessarily doubt the sincerity of this new conversion.

But admitting that the Democrats will do all that they can, the farmers will naturally inquire what it is they can do as a political combination. The chief purpose of the farmers' organization, as it affects other classes, is to obtain cheaper transportation. It is an admitted grievance that the moving of crops is altogether too costly, and the farmers are seeking among themselves for a remedy. In the main this search has been conducted with a forbearance and intelligence that cannot be too highly praised. Where they have erred it has been due to the machinations of demagogues, who have got ahead of the Democratic Party in wearing hay-seed in their hair. Individual farmers have given utterance to hasty expressions, but the Granges have not declared that forbearance has ceased to be a virtue. What can the Democrats do to help the farmers? When they get control of the Federal Government do they propose to move the crops at the public expense, or to pass a law requiring the railroads to do it at a specified sum? Or do they propose to enter upon a gigantic series of internal improvements by the Federal Government and furnish the farmers with new and cheap lines of transportation to the markets of the world? There is no farmer silly enough to believe that the Democratic Party would do anything of the kind. There are few farmers who would not resist the Democratic Party in a policy which would be so subversive of the fundamental principles of the American Government.

Nor could the Democratic Party do much more if it controlled the State Governments, unless it possessed them all, and was animated everywhere by a purpose to sacrifice all interests to the good of the farmers, which is not probable. Our present railroad system is largely of Democratic creation. In its infancy the party was dominant in many of the States. The "unjust and discriminating laws" are largely of Democratic manufacture, and most of them have been on the statute books for years. The Democrats, if they were in possession of the State Governments, might do something to relieve what they call the "agricultural interests," but they could do nothing in the spirit of their resolutions. They could not compel railroads to carry grain at a cent a bushel. They could not build competing lines, and cheapen transportation by competition. They could not confer upon the farmers any special privileges, for the sufficient reason that the farmers would not permit them to do it. Their sense of justice is stronger than that of Democratic conventions.

These resolutions are, in truth, nothing but chaff all the way through, and nobody knows it better than the farmers. The effort to paralyze their great movement by giving it a political character will meet with no encouragement from them. In all of their objects, except that of cheapening transportation, the Granges have already answered their purpose. They have secured the farmers cheaper implements, accurate knowledge of the crops of the country, and the enlightenment that comes from more extended and intimate social intercourse. The Granges have, besides, become a moral power, and have opened the way to the intelligent discussion of the transportation question which must result in providing a remedy for present evils. As a final answer to the Democratic resolutions, the farmers will remember that a Republican Senate has appointed a committee to gather all available knowledge on the subject. While the Democrats are making vague promises, this committee, having on it such Republicans as Senators CONKLING and WINDOM, is hard at work, and will be ready in December to give the farmers a mass of information concerning the transportation question which will be invaluable in helping them out of their troubles.

AYER AND COMPANY.

From "Doctor" AYER, or "Dr. AYER & Co.," we have received an explanation which explains nothing. The charge we have brought against this person or firm is that he or they managed to secure a lease at the rate of $66,000 a year for property not worth more than $24,000 a year. The property is used by the Government as the public stores department, and it is notorious that the premises are inconveniently situated, and that whenever a proposal is made to remove the business to some other site, the paper in which Dr. AYER is largely interested instantly cries out, "job, job," and endeavors to perpetuate an arrangement by which the public loses money, and the merchants are put to great inconvenience. The *Tribune*, in fact, denounces every attempt to remove these stores as a "swindle." We say that it is in no position to pronounce an impartial opinion on the subject. One of its proprietors is very deeply interested in keeping the stores where they are. Everything it may say is therefore open to just suspicion. If it has not the independence to disregard the wishes of its proprietor, it ought at least to keep silence. It is in the position of a juryman who comes into court to try an issue in which he is vitally interested on the side of the complainant.

Mr. AYER is obliged, of course, to evade this point. He cannot deny that he is a proprietor of the *Tribune;* he cannot deny that the *Tribune* invariably supports this scheme of his. The relation between cause and effect is perfectly clear, and our contemporaries in various parts of the country who have discussed the subject are obliged to admit this relation. They see plainly enough that, if Dr. AYER were not interested in the *Tribune*, that paper would not work so hard for the renewal of Dr. AYER'S lease. But Dr. AYER says that the price he obtains for his premises is not excessive. Every competent person who has valued them declares that it is. The average value of a store in that part of the City is $3,000 a year. There are eight stores, and consequently they are worth about $24,000 a year. Alterations have been carried out, the cost of which has been added to the rent. But we have only Dr. AYER'S account of these alterations. If he gets little out of his investment, why is he so anxious to press a renewal of his lease upon the Government? Why did he go and beg abjectly of Mr. MURPHY to use his influence for a renewal of the lease? Was it decorous in a man whose paper is constantly abusing Mr. MURPHY to wait like a beggar at his door, day after day, imploring him to keep the public stores where they are? Is it not partly because Mr. MURPHY declined to accede to these appeals that the *Tribune* constantly slanders him?

But, according to Mr. AYER, he has only held *Tribune* stock as an "investment." Will he tell us how much *that* investment has paid him during the past year? He says he only gets seventeen per cent. profit out of the Government. Does he get as much out of his other "investment?" Which would he rather do—lease more property to the Government, or buy more *Tribune* stock? He declares that he has never asked the *Tribune* to take up his cause. We believe as much as we think proper of that statement—but, in any case, it is a mere subterfuge. His influence can evidently be exerted through his paper without his addressing appeals to it such as he addressed to Mr. MURPHY. His idea of the influence which is exercised by the "proprietors" of public journals over their property is revealed by his reference at the close of his letter to *our* proprietors. On the ground of "an early acquaintance" with them, he virtually asks us to let him and his job alone. We beg Dr. AYER to understand that the public interests are all that we care to study in dealing with public questions. We have always found that whenever a man wished to "put through" some project which was more or less objectionable, he came to us vowing that he was a friend of this or that editor or proprietor. It is the way they do things in little country towns. Proprietors or no proprietors, we endeavor to find out what truth and justice require; and although we may be misled by erroneous information, we at least never turn aside to study private wishes or interests. The proprietors of this paper know very well that they are the servants, and not the masters, of the public. They do not let stores to the Government, and abuse everybody who proposes the removal of those stores. They take none of the public money, except four cents for each copy of THE TIMES. Dr. AYER is, therefore, altogether out in his reckoning in supposing that he can move us from expressing a just opinion in reference to his transactions by the puerile argument that he has an old acquaintance with "our proprietors." We do not care a straw whether he has or not. Is the public being well treated by Dr. AYER? That is the only question in which we feel any interest, and our opinion on the subject remains precisely what it was—that Dr. AYER has driven a bargain very favorable to himself, and very injurious to the general body of merchants; and that the public stores ought, if possible, to be in a building owned by the Government, but at any rate in a building which can afford good accommodation to the merchants, at a reasonable cost to the Government.

THE CHANGES IN THE BRITISH CABINET.

The latest English papers furnish the key to the changes in the British Cabinet, announced by telegram the other day. The Gladstone administration has never been of the most harmonious character, but the disagreements between its members seem, of late, to have reached a point at which united action was simply impossible. The immediate difficulty which led to the recent Cabinet reconstruction was an open quarrel between the Chancellor of the Exchequer, Mr. LOWE, and the Chief Commissioner of Works, Mr. AYRTON. This was only the last of a series of difficulties, however, into which Mr. LOWE was mainly instrumental in bringing his colleagues. One of these arose out of a very extravagant contract for the mail service on the west coast of Africa, which had been sanctioned by the Exchequer, but which a Parliamentary Committee of Investigation disallowed. Another source of trouble grew out of the connection of the Treasury with what is known as the Post-office scandal. This arose from the misappropriation of some $4,000,000 on behalf of the postal telegraph system by the somewhat too energetic head of that department, Mr. SCUDAMORE. There was no pretense that the money was misspent, but the Chancellor of the Exchequer committed the gross blunder of allowing an executive officer to draw large sums for works for which no appropriation had been provided, thus resigning at once the functions of the Treasury as a department of control, and denying to Parliament its prerogative of indorsing or disapproving specific expenditures of public money.

These two blunders, for which the Ministry narrowly escaped a direct vote of censure, were due to over-laxity on the part of the Chancellor of the Exchequer. The difficulty with the Commissioner of Works, which revealed the existence of a serious split in the Ministry, arose from what Mr. AYRTON considered a despotic exercise of power by the Treasury. An appropriation of some $42,500 was asked from the House for the purpose of extending the Thames embankment. As the money was to be expended under the direction of the Commissioner of Works, it was asked for in his name, and he was expected to explain what was its destination. On being questioned in regard to the appropriation, Mr. AYRTON disavowed all knowledge of how the appropriation was to be spent, and declined all responsibility for the estimate on which it was based. It appears that the Chancellor of the Exchequer, in the exercise of his statutory power of controlling the expenditures of the Department of Public Works, had modified Mr. AYRTON'S definition of the purpose of this particular appropriation, and as the disgusted Commissioner thought, had arrogated to the Treasury the prerogatives of an executive department. It came out in the course of the discussion that Messrs. LOWE and AYRTON were not on speaking terms, and the latter gentleman being accustomed to snub everybody else, did not take kindly to be snubbed, very much after his own acrid fashion, by his administrative superior, Mr. LOWE.

The insubordinate conduct of Mr. AYRTON, made what is called a "scene" in the House of Commons. As Chief of the Ministry, Mr. GLADSTONE had to render judgment in the controversy between his colleagues. The technical rights of the dispute being with Mr. LOWE, Mr. AYRTON and his theory of official independence were promptly disavowed. Incidentally, Mr. GLADSTONE was led to define the law of Ministerial responsibility. In the case under dispute, a member of the Government had declined to accept any responsibility for the conduct of a piece of work, because his opinion in regard to it had been overruled by his colleagues. That is to say, the modification of Mr. AYRTON'S estimate had the approval of the Cabinet, and therefore, ceased to be a mere question of jurisdiction between one officer and another. Like every other responsible head of a department, the Commissioner of Works is subject to the control of the Government as a whole. If his opinion is overruled on any particular subject, whether relating to his own department or not, he must either forego his personal conviction or resign. So long as he continues a member of the Government, he must be prepared to defend measures which have been adopted even in the face of his own disapproval. As Mr. GLADSTONE put it, "Every member of the Government may adopt a measure which is not that which his own mind would have dictated, but this does not exempt him from parliamentary responsibility, which remains whole and entire; and Parliament has a right to expect from him a perfect responsibility for everything which is done in his department." The sequel to all which is to be found in the retirement of Mr. AYRTON from the Ministry, in the removal of Mr. LOWE from the possibility of any more blundering in the Treasury, and in the general shuffle of the Gladstone Cabinet, so that everybody may get a fresh start in a department where he will be less likely to bring the Government into scrapes than in the old one.

A REMEDY FOR THE DANGERS OF FOURTH-AVENUE.

We have had a good deal to say about the shameful disregard of precautions against fatal accidents which characterizes the progress of the work on the Fourth-avenue improvement. From a report which we publish this morning, it will be seen that a good deal more remains to be said on the same subject. We presume that the loss of a few lives would waken up the contractors to the necessity of making the long and deep trench above Sixty-fifth-street less of a man-trap than it is. As this is a rather high price to pay for securing ordinary care in this matter, the question of responsibility for existing abuses must be fixed somewhere. First, then, there is a board of four engineers named by the Legislature, whose duty it is "to execute, direct, and superintend the construction of this improvement," and who have taken the statutory oath "faithfully to perform the trust and duty required of them." Is this board aware that section 3 of the act under which the work is performed is systematically evaded by the contractors? That section reads as follows: "Whenever it shall be found advisable or necessary to alter the grade of the streets crossing the said (Fourth) avenue, or of the said avenue where the said road shall pass through a covered way, the same may be done by said company, *but so as not to interfere with the free use of the streets by the public.*" Compare this requirement with the facts as stated by our reporter:

> "Nearly every cross street above Sixty-fifth-street leads directly into this deep trench, the excavations now forming an almost unbroken line along the avenue above that street, there being only one crossing over Fourth-avenue between Sixty-fifth and Seventy-first streets. The roadways of these thoroughfares have nearly all been cut away at the intersection with Fourth-avenue, so that each street stops short at the bank of this excavation."

If the Board of Engineers think that such a state of things admits of "the free use of the streets by the public," they must have peculiar notions about the meaning of plain words. Assuming then—which we cannot, however, admit to be the case—that the functions of the Supervising Board do not include a regard for the safety of the public life and limb, there remains an obvious requirement of the law which it is their duty to enforce. The public who use the streets, and the people who reside along the line of this improvement, have looked in vain for interference to protect their right of safe locomotion from all the authorities who have any jurisdiction in this matter. The police allow the existence of pitfalls along Fourth-avenue which would be permitted nowhere else in the City, the Board of Aldermen have failed to remonstrate, and the Department of Public Works has entered no protest on the public behalf. If the Board of Engineers does not act promptly, there is but one remedy open to the people who are aggrieved. That is to draw up a petition pointing out that the law affecting the Fourth-avenue improvement is being systematically disregarded, and requesting the Department of Finance to refuse any further payments on account of this work until the provisions of the law are complied with.

THE PURSUIT OF HEALTH.

The ostensible, and doubtless in many cases the real, reason why people leave town during the Summer months, is to benefit their health. Of course young people go, and will to the end of time continue going, to Long Branch and Saratoga, for no better reason than to introduce to each others' notice their dresses and their diamonds, their new coats and their dog-carts, and to secure those superior facilities for flirting which watering-place piazzas and ocean beaches are said to afford. It may even be granted that older people who ought to know better, forsake the City and home conveniences during the season, resign with a sigh their airy chambers and comfortable domestic ways, only because other people do, and because they fear to be out of the fashion. But leaving out of sight these gay or grumbling hypocrites of the watering-places, there remains a very respectable percentage of people who go out of town at this time because they feel that health requires relaxation and rest. They abandon business and home with its countless little luxuries never realized until lost, the thousand and one attractions of city life, in search of this alone, and they usually spend a great deal of money and trouble in the quest. How do they go about it?

In a majority of cases they follow the path of their neighbors whom fashion or folly leads, and go to recruit themselves at some favorite spring or popular sea-beach. Having passed through the preliminary martyrdom of the journey, they are received at hotels which have too much evil said about them not to possess some good, and where, indeed, they will be made as comfortable as their expectations and their pockets admit. They will not be so comfortable as they were at home; but that they probably do not look for. Their rooms will be smaller and perhaps mustier than they have been used to; their meals will be worse cooked, it may be, or less promptly served, than they might wish; and the chronic dropping of boots in the corridor will awaken them oftener, and at more unseasonable hours, than they find desirable. Still, this was to be expected; and in a large hotel something must be conceded to the comfort of other people, including the waiters, whose comfort consists in being feed incessantly, and the convivial young man, whose peace of mind is involved in being permitted to go to bed at daybreak.

But putting up as philosophically as they can with these slight drawbacks, and assured that the hotel-keeper is not absolutely bent upon his extermination, how does our health-seeker proceed to attain his object? We all know what life is at a fashionable watering-place. It consists of meals, more or less sleep for the older people, a vast deal of dancing and dressing for the younger ones, and for the lucky owners of "establishments" a drive, in the nature of a full-dress parade, in the afternoon. Odd intervals are filled up by the men in the bar or billiard-room; by the women, with gossip and small-talk on the piazzas. Exercise beyond this scarcely anybody thinks of; and the essential advantages of the place—the sea-bathing or the mineral waters—are either not used at all, or so misused as to do more harm than good.

It is not a very rational sort of life, exaggerating as it does, many of the worst follies, the late hours, the irregularities, the excesses, the sluggishness of the town. And the sanguine people who expect to derive from it any decided improvement in health, are usually deceived. Yet benefit they sometimes do receive in spite of themselves. The invigorating influence of pure, fresh air, it takes a good deal of energy in wrong living to counteract. The repose from business cares, though this is marred for youth at least by the atmosphere of frivolous excitement in which hotel life is involved, the change of habits and scene, the shaking out of old grooves, are all beneficial. Even the hotel fare, inferior as it may be to the home cuisine, has the excellence of variety, without which Lucullus soon sinks into a confirmed dyspeptic. On the whole, the result is improvement in health, a slight improvement—obtained at great expense, (for, like other people, hotel-keepers must live,) which, in a much greater degree, might be just as easily, and perhaps more agreeably obtained at comparatively trifling cost.

When this business of recreation is systematized, as it ought to be and must be to obtain its full fruits, the Summer-seeker for health will learn to combine the advantages of the watering-place with others which it cannot have. And from tours among the mountains, or fly-whipping in lovely and lonely trout streams, or camps on unfrequented beaches, they will come back bronzed and hardy, with a store of vigor and energy to last them over this year, and wondering how on earth they could ever have dawdled their leisure away at Saratoga or Newport.

A SHOCKING CASE OF CARELESSNESS.

To the Editor of the New-York Times:

In the columns of your widely-circulated journal you have often expressed your indignation and just censure upon the incompetency and negligence of apothecary clerks. The truth thereof was fully proven by the following circumstance, which occurred this morning. Dr. Benjamin Hays, a skillful and careful physician, having prescribed for my child, four months old, six powders, containing in small quantities bismuth, pepsine, and opium, one-half of a powder to be given every four hours, I hastened to the apothecary of Mr. Reccius, corner of Fourth-street and Avenue C. The proprietor being in Europe, the prescription clerk prepared them. On receiving the powders, I was astonished at the dimensions of the box containing them, and called the clerk's attention to it. His answer (which should be recorded upon the minutes of the Board of Pharmacy) was, "We always give the money's worth; they never give the right quantity down-town." I then had my suspicions aroused, and opened the box in his presence, and discovered that each powder contained ten times the quantity prescribed. On informing him of this fact, he again looked at the prescription, discovered his mistake, and proposed to rectify it. But this I did not allow, and had my prescription prepared by another apothecary. Now, Mr. Editor, had I been ignorant of the quantity of the powders, and administered them to my infant, the consequences, without doubt, would have proved fatal. God alone knows how many young children in the City meet their death through the negligence of these clerks.

Such cases as mine may prove very beneficial to this clerk in his future career, but I came very near paying dear for his experience, and I would earnestly advise all residents of the Eleventh Ward not to patronize this apothecary, whose model clerk so carelessly prepares drugs to kill instead of cure. By inserting this in your journal you will perform a public good, and oblige, yours respectfully,

ISAAC C. NOOT,
No. 261 East Fourth-street.

WEDNESDAY, Aug. 13, 1873.

A QUESTION FOR LAWYERS.

To the Editor of the New-York Times:

I wish to present for the consideration of the community a question in morals.

A scoundrel filches from the public treasury a few million dollars. Everybody knows that he has stolen it; there is difficulty, however, in bringing him to justice. A lawyer, for the sake of a few thousands of the stolen money, aids him in escaping with his plunder from the meshes of the law. Now my question is, is not that lawyer, in a moral point of view, a receiver of stolen goods? Is he not as guilty as the original thief?

When a lawyer knows that his client is a thief, is it possible to justify his sharing in the plunder on the ground of any professional code as to the relations between lawyer and client? If the code of the legal profession approves such conduct, is not that code itself immoral, and consequently unjustifiable?

E. R. C.

MENDHAM, N. J., Tuesday, Aug. 12, 1873.

"DR." AYER'S EXPLANATION.

To the Editor of the New-York Times:

In answer to your article of the 6th of August on the appraisers' stores, in which there are some errors, permit us to say in explanation:

We bought the stores already leased to the Government, and were assured by the former owners that it was at the price other occupants were ready to pay for them. Our lease, after the expiration of that, was made on the same terms, *i. e.*, at a price at which the stores were valued in the market for ordinary use, but with the following additions: At that time large and costly additions and improvements were required by the greatly increased business. The Government engaged us to supply them, and agreed to pay us for three years fifteen per cent. on their cost. This was five per cent. above the usual price of rent, and was intended as a partial return of the money we had invested for its especial use and benefit. It has repaid us but seventeen per cent. of the investment, which has been added to and reckoned as a part of the rent, and may make it seem high.

Last Winter the officers of the Government desired more room, and designated three contiguous stores, of which the price had been obtained by them and us. We offered to rebuild them, as they required, for an annual rent of ten per cent. on the cost, which, in view of the taxes and insurance, is as low as any premises can be afforded in your City. We also offered a renewal of the lease of the stores now occupied at any reasonable rent the Government might decide, although as yet repaid but 17-100 per cent. of the investment made for its especial benefit and use.

Although our Dr. Ayer has held some *Tribune* stock as an investment, still neither he nor we, nor any of our agents, nor any body by our procuring, or within our knowledge, has ever made any communication to the *Tribune* editors, reporters, or any one connected with the *Tribune*, directly or indirectly, to our knowledge. The information of the *Tribune* must be from some other source. Their statements are probably based on what is current in New-York, which we have heard, but have not promulgated.

A thorough investigation will convince you that we have had no advantage from the Government, and not an extravagant price; but that we have furnished the best buildings they could get for their use at a reasonable price. When so convinced, we beg you will accord us the treatment which our early acquaintance with your proprietors has led us to expect.

Your obedient servants,
J. C. AYER & CO.

LOWELL, Mass., Tuesday, Aug. 12, 1873.

THE CANADIAN PARLIAMENT.

OPENING OF THE SESSION—SPEECH FROM THE THRONE—THE PACIFIC RAILROAD SCANDAL.

OTTAWA, Canada, Aug. 13.—This day, at 3 o'clock P. M., his Excellency the Governor General proceeded in state to the Chamber of the Senate, in the Parliament Buildings, and took his seat upon the throne. The members of the Senate being assembled, his Excellency commanded the attendance of the House of Commons, and the House being present, his Excellency was pleased to close the first session of the second Parliament of the Dominion with the following speech:

HONORABLE GENTLEMEN OF THE SENATE, GENTLEMEN OF THE HOUSE OF COMMONS: In relieving you from further attendance in Parliament, I beg leave to convey to you my best thanks for the diligence with which you have applied yourselves to the performance of your public duties. Among the measures you have adopted were laws of great importance. The well being of the Dominion and the interests of trade will be promoted by the act relating to the inspection of the staple articles of Canadian produce, as well as by the statute regulating freights and measures. The several acts respecting our merchant shipping will greatly tend to the success and development of that great branch of our national industry and the protection of the lives of seamen. By the act relating to the trial of controverted elections of members of the House of Commons, you have adopted the system which is now in successful operation in the mother country. I sincerely congratulate you on the admission of the colony of Prince Edward Island as a province of the Dominion.

GENTLEMEN OF THE HOUSE OF COMMONS: In her Majesty's name I thank you for the supplies you have so cheerfully granted. They will insure the vigorous prosecution of the great public works so imperatively called for by the wants of this growing country.

HONORABLE GENTLEMEN AND GENTLEMEN: I have thought it expedient in the interest of good government to order that a commission should be issued to inquire into certain matters connected with the Canadian Pacific Railroad, to which the public attention has been directed, and that the evidence adduced before such commission should be taken on oath. The Commissioners shall be instructed to proceed with the inquiry with all diligence, and to transmit their report as well to the Speakers of the Senate and the House of Commons as to myself. Immediately on receipt of the report I shall cause Parliament to be summoned for the dispatch of business, to give an early opportunity of taking such report into consideration. Meanwhile I bid you farewell.

An extraordinary scene took place on the meeting of Parliament to-day. The Speaker took the chair at 3:30 o'clock. Hon. Mr. McKenzie, leader of the Opposition, promptly rose, and moved a resolution condemning the removal of the investigation into the charges against Ministers in connection with the Pacific Railroad scandal from the Parliamentary Committee to the Royal Committee as a violation of the privileges of the House. The Speaker endeavored in vain to call him to order. He was supported by loud shouts of "Privilege" and "Go on" from the Opposition benches.

Mr. McKenzie proceeded to speak to the motion when the Usher of the Black Rod appeared. He continued speaking amid the utmost confusion, during which the Usher of the Black Rod delivered his message and retired.

The Speaker then left the chair, and with the supporters of the Government left for the Senate Chamber to hear the Governor's speech, amid the groans and hisses of the occupants of the Opposition benches who remained in their seats.

Great excitement prevails with regard to the proceedings given above. The Opposition members hold a meeting this evening.

OBITUARY.

REV. RICHARD SALTER STORRS, D. D., OF BRAINTREE, MASS.

Rev. Richard Salter Storrs, D. D., pastor of the First Congregational Church at Braintree, Mass., died on the night of the 11th inst., aged eighty-six years. He was one of, if not, the oldest clergyman in that denomination, having been ordained sixty-two years ago in the town where he died. He was the father of Rev. Richard Salter Storrs, Jr., pastor of the Church of the Pilgrims in Brooklyn, and although not generally as well known as his gifted son, was considered as great a man by his collaborators in Massachusetts. He graduated with credit at Williams College in 1807, and having determined to devote himself to the ministry, entered Andover Theological Seminary to prepare himself for his vocation. After three years' careful study he graduated at Andover in 1810, and in the following year, 1811, he was ordained at Braintree in the First Congregational Church, of which he immediately took charge, and was settled for life as its pastor at a salary of $800 per annum. Through all the succeeding years which have been marked by the growth of the church and the increase of its revenues in that State, Dr. Storrs remained pastor at Braintree without a dollar advance in his salary, and labored in the foremost ranks of the ministry for the advance of the Congregational stipend for the last sixty-two years. He has been particularly interested in Home Missions in his own and other States, and for many years acted as Secretary of the Home Missionary Society of Massachusetts. As an earnest worker his brethren in the church surviving him speak in the highest possible terms, for, although ailing and feeble for some time back, the deceased has attended to his own pastorate, calling in the aid of a younger man only once or twice. His condition had been so precarious lately as to demand the utmost care of his family. His son, Rev. R. S. Storrs, has been with him recently, and was in attendance at the closing hours of his venerable father's life, on Monday evening.

THOMAS CHISHOLM ANSTEY.

Thomas Chisholm Anstey, who died in London yesterday, was the second son of Thomas Anstey, of Tasmania, and was born in London in 1816. He was called to the Bar at the Middle Temple in 1839. He became an early contributor to the *Law Magazine*, and being an ardent member of the Roman Catholic Church, and well versed in its history and policy, he contributed to the *Dublin Review* on subjects connected with that body. In all political matters affecting the interests of co-religionists he took a warm interest; and in 1841 he published "British Catholics and the New Parliament," an essay relating to their position as affected by the great measures of Parliamentary reform which had been inaugurated. This was followed by a "Guide to the Laws Affecting Roman Catholics," and a "Letter to Lord Cottenham on Petitions of Right." Subsequently he published a series of six lectures, entitled, "Guide to the History of the Laws and Constitution of England." From 1847 to 1852 he represented the Irish Borough of Youghal as a member of the "Liberal" Party, and afterward, from 1854 to 1858, held the Attorney Generalship at Hong Kong. In the latter year he resigned, owing to differences with the Governor and law officers of the colony, and returned to England. Since then he has taken no prominent part in political life.

OUT OF THE BUSINESS.

The following card has been addressed to the editors of the Cincinnati *Enquirer:*

GENTLEMEN: As you persist in speaking of me as a candidate for the United States Senate, and as your issue of yesterday even hinted at my being concerned in a scheme to bring about a local fusion of Liberals and Republicans in order to secure the election of a number of members of the Legislature from this county who would vote for me for the United States Senate, I must again take the liberty of stating that I am not a candidate for the Senate or any other office; that I am not concerned in any scheme to bring about political fusions of any kind for my personal advancement, or for any other purpose; and that nobody has a right to negotiate in my name or on my behalf with those acting or pretending to act for the Republican or Democratic Party.

Yours, very truly,
F. HASSAUREK.

THE POLITICAL CAMPAIGN.

PENNSYLVANIA REPUBLICANS.

MEETING OF THE STATE CONVENTION—THE NOMINATIONS AND THE PLATFORM.

Special Dispatch to the New-York Times.

HARRISBURG, Penn., Aug. 13.—The State Convention met at noon. The counties were all represented. The convention was called to order by Russell Errett, Chairman of the State Central Committee, and S. H. Miller, of Mercer, was appointed temporary Chairman. House committees were appointed, and the Convention adjourned to 3 P. M. On reassembling the Committee on Organization reported A. G. Olmsted for permanent President. The usual number of Vice Presidents and Secretaries were appointed. The convention then proceeded to ballot for State Treasurer. R. W. Mackey received 115 votes; Samuel Henry, 18. Mr. Mackey's nomination was made unanimous. On first ballot for Supreme Court Judge, S. S. Blair received 7 votes; T. G. Gordon, 80; W. M. Hall, 6; E. M. Paxson, 38; Wm. Butler, 42. On the tenth ballot Gordon received 77 votes; Paxson, 48; Butler 5. Gordon was thereupon declared to be duly nominated.

The following resolutions were unanimously adopted:

Resolved, That the Republicans of Pennsylvania, in convention assembled, renew their expressions of confidence in and devotion to the principles of Republicanism, and declare,

First—That they heartily indorse and readopt the Republican National and State platforms of 1872.

Second—That the National Administration demands their continued confidence, and is entitled, by its promotion of the best interests and prosperity of the nation, to the earnest support of the people.

Third—That the administration of Gov. Hartranft calls for our warmest approbation. During the short time he has been in the Executive Department, he has established a State policy which has justly endeared him to the people of this Commonwealth, and has amply justified the confidence we have placed in him.

Fourth—That while earnestly in favor of constitutional reform, and of such revision of our State Constitution as will make it an effective instrument in preventing and punishing corrupt abuses that have crept into our present system, we demand emphatically and especially that whatever is done or left undone, the main purpose for which the Constitutional Convention was called, the absolute prevention of special legislation shall be so placed before the people as to secure their separate and decisive expression thereon.

Fifth—That the reduction of the State debt from $41,000,000 to $26,000,000, the repeal of all taxes on real estate, the establishment of schools for the education and support of soldiers' orphans, the maintenance of our excellent and prosperous system of common schools, and the establishment of a policy paying off our debt at the rate of $2,000,000 a year, together with the generally flourishing condition of our prosperous old Commonwealth, are evidences that the Republicans during their twelve years of control in Pennsylvania have faithfully administered her affairs, and that her government may be safely left in their hands.

Sixth—That there should be rigid economy in the State and National Administrations, and taxes should be reduced in both as rapidly as consistent with good government, the maintenance of the public credit, and the certain extinguishment of the State and National debts.

Seventh—That the public lands belong to the people and should be sacredly reserved for homes for actual settlers, and we pronounce against all further grants of these lands to corporations.

Eighth—That adequate provision should be made by law for the protection of persons engaged in mining and other hazardous forms of labor.

Ninth—That when retrenchment is required to lighten the burden of taxation and to continue the reduction of the public debt, an increase of salaries is unwise, and we condemn, without reserve, voting for or receiving increased pay for services already rendered, whether in State or nation, and demand that the provisions of the late act of Congress, by which salaries were increased, should promptly and unconditionally be repealed.

Tenth—That we heartily denounce corruption wherever found, and are sincerely desirous for honest economy and political purity in all official administrations. To secure this is the duty of every citizen, and to this end every good man should feel bound, not only to participate in politics, but to labor actively to see that none but good men secure party appointments or nomination.

Eleventh—That the practice of loading an appropriation bill essential to the support of the Government with objectionable legislation in the shape of amendments toward the close of the session is the prolific source of abuse and fraud upon the people, and its reform is urgently demanded.

Twelfth—That as commerce and home industry have both uniformly prospered under a tariff so arranged as to afford both revenue and protection, the present tariff should be left undisturbed; and, as all tariffs are levied primarily for revenue, it would be a poor government, indeed, which could not afford to arrange its details so as to encourage the growth of home manufactures and the creation of a remunerative home market for all products of our soil.

Thirteenth—That order and security in the States lately in rebellion must come through stern enforcement of the laws enacted to protect life, liberty, and freedom of thought, and cannot be secured by rendering these just and necessary laws inoperative through Executive clemency to unrepentant assassins now undergoing punishment in pursuance of law.

Fourteenth—That as during the time the Republican Party has been in power, it has had to confront graver difficulties and more new and perplexing questions of government than ever were presented to any other party to solve, and has solved them so judiciously and wisely that the country indorses its decisions and accepts its work, it is the only organization competent to so meet the grave issues that are now constantly arising, and to secure the just rights of the whole people.

Fifteenth—That we sympathize with every movement to secure for agriculture and labor their due influence, interests, and rights, and the Republican Party will be their ally in every just effort to attain their ends.

An additional resolution, reported by the committee, expressing regret at the retirement of Chief Justice Read from the Supreme Bench of the State, was also adopted, as well as a resolution authorizing the candidates nominated, and the President of the Convention, to appoint a Chairman of the State Central Committee.

The Convention then adjourned *sine die*.

THE NEWS IN PITTSBURG—HOW THE PLATFORM IS RECEIVED.

Special Dispatch to the New-York Times.

PITTSBURG, Penn., Aug. 13.—The result of the proceedings of the Republican Convention which met to-day at Harrisburg is received with perfect satisfaction by the mass of the Republican Party in this section of the State—particularly in this county—Allegheny. That almost the entire Republican Press of the State will give the ticket its entire support is conceded.

The candidates nominated to-day—Mr. Mackey, for State Treasurer, of Allegheny County, and Hon. Judge Gordon, of Jefferson County—are both from this end of the State, and it will be no more than natural that they should receive the entire Western Republican strength. The Republican Press of this city are pleased with to-day's work, and in an editorial to-morrow the *Commercial* will say:

"Altogether the ticket and the platform are thoroughly satisfactory, and the success of the party in October is no longer a problem, every man with an eye in his forehead can see that the ticket is bound to win. We commend it to the hearty support of our party friends, and in the full confidence of its triumph at the polls."

In speaking of the platform adopted to-day, the *Gazette* will say editorially to-morrow:

"We thoroughly indorse in whole and in part. It expresses clearly and emphatically not only the current belief of Republicans, but the most advanced issues of the day are passed upon in a manner to us very satisfactory under such principles, and in defense of such ideas there can be but little contest. We believe a very considerable portion of the Democratic Party will be ready, not merely to indorse the views expressed, but to trust the political party which originated them and has a record consistent with them to give them force and effect.

GOV. BOOTH OF CALIFORNIA ON POLITICAL PARTIES.

SAN FRANCISCO, Aug. 13.—In his speech before the mass-meeting, held under the auspices of the Peoples' Union, last night, Gov. Booth discussed the present disintegration of political parties. In the presence of new dangers and new issues, he said, party discipline had been destroyed. Men differ not as Republicans or as Democrats, but as men of independent constitutions. The moral forces can no more be restricted by conventions and platforms and resolutions than the tempest can be stayed by a proclamation of peace. When parties cease to represent principles and ideas, no power can hold them together. The contest now throughout the Union is the old one between prerogative and personal freedom; between the power of the strong to take, and the right of each man to hold his own, the influence and concentration of capital are to be resisted. It fights for control of the railroad system everywhere; for political supremacy in every State, and with this immense pressure upon our rights we are in danger of becoming enslaved in spirit, of losing the sense of manly independence which is essential to freedom. The power threatening this danger has not reached unity, but the work is certainly being done. The tendency to concentration under a single head is so manifest that all can see it. The speaker held that when a government builds railroads it should control them for the public good, and when defrauded of its securities should take possession of the roads. Referring to the Central Pacific Railroad Company, he said that throughout this State its iron finger was on every pulse of industry. On every throat its iron hand was tightening or relaxing its grasp, as the interest or caprice of its iron will dictated.

DEMOCRATS IN DISGUISE.

IOWA ANTI-MONOPOLY STATE CONVENTION DEMOCRATS UNDER ANOTHER NAME.

Special Dispatch to the New-York Times.

DES MOINES, Iowa, Aug. 13.—A convention called by five residents of this, Polk County, and calling itself the Anti-monopoly State Convention, assembled in this city to-day. Only thirty-seven counties out of ninety-nine were represented, and of these thirty-seven the delegates from some were admitted without credentials, mostly self appointed. The temporary Chairman was Randolph R. Harbour, of Mahaska County, a prominent Democrat a quarter of a century ago, the permanent Chairman was H. W. Lathrop, of Johnson County, who, on taking the chair said he helped organize the Republican Party of Iowa in 1856. He has hardly been heard from since that year. A platform was adopted declaring against all old parties, in favor of legislative control over corporations, of free banking, of a revenue tariff, of a repeal of the increase of salary act, and the return of the money to the Treasury, and a reduction of salaries, and of the establishment by the Legislature of maximum rates of transportation.

The nominees of the convention are: For Governor, Jacob G. Vale, of Van Buren County; for Lieutenant Governor, Fred. O'Donnell, of Dubuque; for Judge of Supreme Court, Benton J. Hall, of Burlington; Superintendent of Public Instruction, D. W. Prindle, Webster County. Mr. Vale is a member of the State Senate, elected four years ago as an independent, but who has acted with the Republican Party. O'Donnell and Hall are Democratic members of the present House. Prindle is understood to have been a Greeley Republican last year. The speakers talked largely of the organization of a new party, which was what they were going to do. No allusion was made to the Liberal Party started last year; but, notwithstanding this, the convention was a very thinly-concealed Democratic affair. The speakers were, with two or three exceptions, Democrats, Democrats dictated the platform, Democrats selected the candidates, and Democrats made up nearly the whole convention. An attempt by an enthusiastic delegate to ascertain the former political position of the members of the convention, in order to show it was not a Democratic movement, was declared out of order. A noticeable feature of the convention was the antipathy to lawyers manifested by the more earnest anti-monopoly delegates. Questions were asked frequently as to candidates placed in nomination whether they were lawyers. An affirmative answer was supposed to doom the aspirant; but, nevertheless, the Democratic manipulators got one retired and two practicing lawyers on the ticket. The convention was to be essentially a farmers' convention, but in this respect was an eminent failure, having, perhaps, a smaller percentage of farmers than any convention held in Iowa for years, and less than any Republican Convention ever held in the State. The gathering had none of the enthusiasm of that which organized the Liberal Party a year ago, and the movement lacks leaders capable for the task before them. The Democratic anti-monopoly new party of Iowa may be pronounced a fizzle.

MAINE SENATORIAL CONVENTION.

ALFRED, Me., Aug. 13.—The York County Senatorial Convention to-day nominated for Senators: John E. Butler, John Hall, and Benjamin N. Hanson.

THE PRESIDENT IN MAINE.

THE VISIT TO THE SOLDIERS' ASYLUM—RECEPTION AT THE STATE-HOUSE.

AUGUSTA, Me., Aug. 13.—The President made his first appearance before the people here this forenoon, when with a party of about twenty ladies and gentlemen he started for a drive about the place. He rode with Senators Cameron and Morrill in a barouche drawn by four horses. The first call was made at the arsenal, where the party were received by a military salute, and the next at the disabled soldiers' home at Fogus, situated on an elevated plain five miles distant from the city, in a most picturesque country. As the carriages entered the grounds the veteran artillerymen sprang to their guns and fired a salute, while the infantrymen clutched their crutches and canes and hobbled into line. As the President approached and passed they welcomed him with cheers, and then, being ordered to their quarters, gathered in the great building, and repeated over and over again the cheers for the President and the General. The party were conducted through all the departments of the institution by Gen. Tilton, who is in charge of it, and afterward were entertained at dinner at the General's residence, a pleasantly-situated cottage house near the entrance to the grounds. The drive back to the Speaker's house was direct, and was ended about 4:30 o'clock.

The reception to-night at the State-house was a thoroughly successful affair. A large crowd was present, many coming from great distances. At 9 o'clock, when the corridors and hall were filled, and the house was brilliant with light, the President quietly entered and made his way to the Senate Chamber attended by Gov. Perham and followed by his daughter and sons, Speaker Blaine, members of the Governor's staff, and other State officers. Soon the people were admitted to the Executive Chamber, and for a long time the line was unbroken. The President stood by the side of the Governor, and received the people as they came in, his face lighting up occasionally when some old man or old soldier endeavored to make a bit of a speech. The trip from here to Rockland, and from there by water in a yacht, will be begun in the morning.

A BELL-TOWER BURNED.

The Fourteenth Ward bell-tower in North First-street, near Fourth-street, Williamsburg, was destroyed by fire at 2 o'clock yesterday. The bell-ringer, Robert Irwin, was on duty at the time, and, while on the lookout for fire in his district, was startled by hearing a shout from below. He looked down from his elevation of 100 feet and saw two or three of the telegraph men, who shouted up to him that the base of the tower was on fire. He immediately notified the adjoining station-house by telegraph, and commenced ringing out the summons to the firemen in the neighboring engine-house, but the smoke, which was now ascending to the top of the tower, compelled him to stop, and he prepared for escape. The safety coil, a rope 100 feet in length, lay at the bottom of the platform, and the imperiled bell-ringer immediately threw the end to the ground, when it was taken by Capt. Woglom and half a dozen policemen and carried several yards away so as to bring down the bell-ringer clear of the fire. Irwin grasped the rope and slid to the bottom, bruising his hands by the rapidity of his descent. The fire, which originated from some unknown cause in a heap of oakum, quickly enveloped the tower, and all that now remains of it are four charred upright supports, with the bell still swinging at the top. The sparks fell on the roof of the Fifth Precinct Station-house, in Fourth-street, damaging the cupola and cells about $200, and necessitating the removal of the prisoners. The Forty-seventh Regiment armory was also damaged about $100. The loss by the destruction of the tower is about $7,000, including the value of fifteen lengths of India-rubber hose, worth about $75 a length. The bell-ringer lost about $200 worth of personal property. The tower was built in 1873 to replace the old wooden one which was burned during the previous year.

AN ARMY OFFICER RESIGNED.

The Cleveland (Ohio) *Herald* says that Major Perry, of that city, has resigned his position in the army, and is upon the eve of departure for Cairo, there to report for duty in the service of the Khédive of Egypt. It adds: "Quite a number of our army officers have gone into the service of the Khédive, who is a progressive man, and fully appreciates the value of educated officers. A number of the best Confederate officers have also joined the Egyptian Army. Among our officers who have joined the Egyptian Army is Col. Stone, of Ball's Bluff fame. He is now a General in the service of the Khédive, and as Col. Stone was commanding officer of the regiment to which Major Perry was attached, we presume that fact has proved a temptation to Major Perry, who, we understand, will be placed on Gen. Stone's staff. Major Perry carries with him a record of soldierly bravery and accomplishments of which our country may be proud, and while we are sorry he should leave a service in which he has acquitted himself with so much honor, we are glad that our country will have such a creditable representative in a foreign service."

THE AUSTRIAN CAPITAL.

SCENES ABOUT THE CITY.

CAPRICIOUS WEATHER—THE HEALTH OF THE CAPITAL—PARCHED STREETS—THE NEED OF INGENUITY—ON THE DANUBE.

Special Correspondence of the New-York Times.

VIENNA, Thursday, July 31, 1873.

Very few persons in the United States, I fancy, even in the hotter portions of the country, can figure to themselves the difficulties one experiences in Vienna at this season of the year, when engaged in any species of intellectual labor. The bare effort causes an expenditure of vital force which leaves one nearly exhausted at the very beginning. I entered Germany on my way hither with a stout heart and full of hope, but my first day in the city "took the starch out of me completely," if I may be pardoned the use of a common simile, leaving me limp and enervated, and in a state of lassitude which precluded the very idea of serious work.

CAPRICIOUS WEATHER.

The state of the weather at the present time is something fearful to contemplate. We are having scorching days and sweltering nights, and although there is a fair breeze most of the time, and a furnace blast from time to time, the air is too much heated to be either refreshing or agreeable. Now and then a regular sirocco breaks upon the city. About 2 o'clock yesterday one of these wind-storms came upon us, giving me a good idea of those described by travelers across the African deserts. A hot breeze had been blowing since early morning, but this ceased and was followed by a few moments of ominous calm. Then all the mountain caves were opened, as Virgil says in his poem, and all the winds were turned loose upon us. They met in the city and had a struggle for supremacy. At every corner whirlwinds caught up the dust, refuse, and pebbles of the street, whirling them high into the air, and when the south-east wind carried the day, this dust-cloud was sent drifting through the town. Such a spectacle I never saw before. All circulation was instantly stopped; the cabmen hastened to the side of the street, and pedestrians turned their backs to the storm for a moment, then hurried into the first open door. At the exposition the crowds rushed wildly into the buildings, and crowded every foot of space at hand which could afford shelter. The curious part of this sirocco was that the chimneys were swept clean, and for ten minutes or so there was a fall of soot which left its mark upon every one. Ladies were seen with spotted faces, at first, and presently with countenances most elegantly striped, as they used their hands to brush off the specks. Shirt-fronts and white dresses were charmingly variegated, and my new white hat, in which I had taken some pride only a few moments before, came out most artistically spotted and striped, and, of course, absolutely ruined. The actual financial loss caused by a storm of this kind must be immense. Telegrams in the morning papers say that what was a dry storm here was a very wet one in other places. At Lintz the rain came down in torrents for half an hour, completely blinding every one; and then came a drifting storm, with a wind which tore down houses, uprooted trees, and killed, as far as is known at present, at least ten persons.

THE HEALTH OF VIENNA.

Bent upon doing a great deal of hard work, and upon getting out of Vienna as soon as possible, it was extremely annoying to me to feel ill the first morning after my arrival. Besides, to fall ill in Vienna just at this time suggests some unpleasant reflections. By chance, beyond question, the first thing one sees after leaving the railroad station is a marble-cutter's yard full of elegant grave-stones, only awaiting their final inscription. Then comes a street which does not smell of "patchouly" or "new-mown hay." Like the *cave canem* in ancient Roman houses, "beware of the cholera" seemed to be written upon its entrance, and repeated in many places between there and my hotel. Certain qualms of the stomach which followed the drinking a glass of Vienna water made me extremely anxious to inquire into the general health of the city, and to find out the residence of the nearest doctor. My inquiries led to some reassuring reports from more or less interested sources, but, on the whole, the weight of evidence was in favor of the city. As this is a topic which interests every one who thinks of visiting the exposition I cannot do better than give the rates of mortality as compared with previous years. If figures do not lie Vienna is now one of the healthiest cities in the world, and considerably more healthy than during previous seasons. I put the figures in tabular form for convenience. The mortality has been as follows:

	1871.	1872.	1873.
May	2,255	2,355	1,941
June	1,848	2,121	1,718
First to 12th of July	684	780	700

MORTALITY FROM CHOLERA.

The question arises in my mind, though there may be no ground for it, whether this embraces merely the city, or the city and surrounding stadts. It is fair to presume, however, that it takes in all within the municipality. The number of deaths from cholera is extremely limited, and in the reports the mention of the disease is invariably accompanied by an adjective of familiar use, and which makes what has now become a cant phrase. All of the persons whose decease is reported died of "sporadic cholera." But in reality there are no signs of an epidemic, and the number of cholera cases, or choleraic cases, I may even add, has been rapidly growing less. The six or seven cases per diem are not alarming, since there are an equal number every year, and almost as many cases, perhaps, in all the large cities of Europe. There are some cases of acute enteritis and of cholera morbus, which are not regarded as malignant; and I am not at all astonished to hear it. The weather is so hot that people will drink ice-water freely, and when the system is heated this bad practice must lead to fatal results at times. And I must also say that the cholera is confined to the lower classes now, and is not seen at all in the more cleanly quarters. The use of wilted and half-decayed vegetables is a frequent cause of cholera, I am told. In Europe fresh vegetables are sold at high prices, and all that remains over for a few days is sold for a trifling sum to the poor. In searching to economize in their food, therefore, by necessity, it may be, many poor people purchase the seeds of disease. My opinion has even been that we should have a sharper police supervision of vegetable dealers. Decayed meats are recognized by the smell, but decayed vegetables can be sold with comparative impunity. It is only in Russia, I believe, where the surveillance is a reality. I was one day crossing the bridge at Mayence when an orange dealer was stopped by a policeman. He gave a glance into the basket, saw that one-half of each orange was in a decayed state, and, without a word, emptied the entire lot into the Rhine. Subsequent reflection upon this summary manner of dealing with such things led me to think that this policeman deserved the medal of the Humane Society, for there is a moral probability that he saved the lives of one or two children, and kept several others from having an attack of cholera morbus. I believe that I can conscientiously say that Vienna has nothing like epidemic cholera at present, and that the city is as healthy as could be expected at this season of the year.

PARCHED STREETS.

But if justified in giving Vienna a tolerable bill of health, I feel bound to say that nothing can excuse its abominable weather. Until late in the evening personal comfort is utterly out of the question. The streets are dry and parched, and the trees are so thickly covered with dust that only here and there can one spy a speck of green, or a leaf which has a natural color. Horses and pedestrians going along the streets kick up clouds of dust at every step and send spiral columns of it into the air like puffs of smoke from a pipe. Very probably the reader will wonder why the streets are not sprinkled. They are sprinkled, in fact, but in most places the mode of sprinkling is of a very primitive character. The ordinary water-carts are used, driven about with one horse, but instead of having a simple sprinkler behind, the Viennese water-men have a more complicated arrangement. A leather pipe, some six inches in diameter and eight feet long, is attached to the end of the cask, and at the end of this pipe is a perforated spout, about the size of those upon an ordinary garden watering-pot, turned downward. Beyond it is a rope two feet long, continuing the leather pipe. One man drives the cart and another holds the rope behind, swinging it from side to side, and thus sprinkling very nearly as wide a space as a regular sprinkler would do. Of course this is a slow operation, two carts and four men doing the work of one ordinary sprinkler.

ILL-DEVISED TOOLS.

The most stupid expenditure of human nature is seen in everything here. There seems to be an utter want of ingenuity. Shovels and spades have handles six feet long, as thick at the top as at the bottom, and twice as heavy as required. You cannot make a workman—or his employe for that matter—understand that this immense handle is no stronger than its weakest point, and that this weak point is just at its junction with the iron. The scythes used are nothing but exaggerated bill-hooks, two feet long, six inches wide at the base, the back being a solid mass of iron more than half an inch in thickness. The snaths are perfectly straight, five feet long, and as large as a man's wrist, with one straight peg a foot long for a handle. But the best illustration is the process of planing a board. A small plane, some ten inches long, and nearly square, has a hole bored through one end, and through this hole a peg a foot long is thrust, protruding on each side. It takes two men to work this machine. The two seat themselves astride the board, and one pulls, the other pushes, and both pause a few moments to rest every time they have to hitch along the board. In order to plane a ten-foot scantling, therefore, an affair of two minutes with us, two men work for more than an hour. Besides—and such incredible folly exasperates an American—the two men sit in the blazing sun without thinking it possible to carry their board to a place of shelter, perhaps ten paces away, or to put up an awning with the boards lying idle about them. And yet Austria objects to a fair Patent law, or even to sanction a fair discussion of the subject. When Cabinet Ministers can see in equitable Patent laws nothing but an attempt to protect inventions by tying the hands of the Government, what can one expect from simple laborers? But I have so much to say upon this topic that I must reserve it for to-morrow.

THE LACK OF INGENUITY.

Meantime there are topics enough at hand, but I find it difficult to state them simply, without running off with long discussions. At every step I see something here to make me thankful that, whatever their faults may be, the American people are blessed with ingenuity. And on every side I am led to moralize upon the feasibility with which the condition of the working classes here could be ameliorated if American ingenuity could have fair play in Europe, and freedom to compete, upon equitable terms, for all industrial prizes. What the leading men of Europe are now dreaming about is more than I can fancy, for it would seem impossible that they should not see, in all that pertains to industry and to labor, how far they are in the rear of the newest country in the world. As I came through Austria in the midst of an abundant harvest, and saw the fields studded with shocks of golden grain, I particularly noted the vast tracts of well-tilled lands which were adapted to the use of our agricultural machines, and wondered how these large and wealthy proprietors could possibly do without them. By the investment of a sum represented by the year's wages of these armies of laborers, two-thirds of them could be released from the hard toil of the fields, and made useful in other and, perhaps, more productive branches of human labor.

ON THE DANUBE.

I arrived in Vienna just as the jury excursion came to an end, and of course too late to take part in the festivities. By special request of the Hungarian Government, the Jury Commissioners are invited to go down the Danube, and to pay a short visit to Pesth. A large number availed themselves of this excellent opportunity, and very few Americans refused it. The journey down was hot enough, and the Danube offers at this point no great attractions, but the arrival compensated for all disagreeable things experienced on the way. The party received a most enthusiastic reception. A hundred carriages were in waiting, and every house was thrown open. Dinners were offered on every side, and champagne flowed in abundance. After this I need scarcely say that our American jurymen found themselves perfectly at home. They were so well pleased that they gave expression to their feelings in patriotic speeches, and I am afraid they flattered Hungarian pride a little at the expense of Austria. Prof. ——, an official of some sort here, returned thanks in a glowing and spirited discourse, full of imagery and good taste, remarking, among other things, in the most emphatic and impressive manner, that "the sun rose in the United States of America and set in Hungary." Regarded as the simple statement of an indisputable fact, I must confess that this was a forcible way of putting it, but taken as a metaphor it does not appear to me a very great success. However, fact and metaphor do not always work harmoniously together after the champagne, and on such occasions many a man has found his toast "the proudest moment of his life," and been enthusiastically cheered for a phrase which would not read straight when in print. It was only the next morning that the Hungarian magnates began to reflect upon the Professor's speech. They then came to the conclusion that there was no imagery about it, and that, although imperfectly expressed, the purpose was to show the remarkable similarity between the two countries, because the sun rose and set in each in precisely the same manner. Other speeches were made, and several which were not delivered because the writers could not get a favorable opportunity for drawing them from their pockets. In a word, it was an interesting occasion, and Hungary paid all the bills. The hospitality of this country is proverbial, but it has rarely been so generously given as on this excursion, and the gentlemen of the jury came back very tired, but with the firm belief that the sun sets in Hungary just as regularly as it does in the United States.

MORE ALGERINE CRIMINALS HERE.

On Monday night three men made application at a police station-house in Baltimore for lodgings, representing themselves as Algerians, who had escaped from Cayenne, in the penal settlement of French Guiana. The *American* says: "Deputy Marshal Frey interrogated them through an interpreter, and ascertained their names to be as follows: Paid, (who is very dark in color,) aged thirty-three years, charged with robbery, sentenced to imprisonment for five years, of which he had served four years; Amar, (a copper-colored, sharp-featured man,) aged thirty years, convicted of murder, sentenced to ten years, of which he had served five years; Benhissa, aged forty-three years, (of the usual complexion of the natives of the south of France,) sentenced to eight years for assaulting a French officer, of which he had served five years. They all claim to have been innocent of the crime for which they were transported. Two of them speak French but very poorly, and Amar cannot understand that language at all. They say they escaped in a company of 150 convicts about one year ago, and the three made their way through the swamps and jungle of that terrible country to Demerara, where they paid $20 each to the Captain of a vessel, who promised to land them in New-York. He, however, put them ashore at this port at 5 o'clock on Monday morning. The name of the vessel cannot be learned. They say that six others of the escaped convicts reached Demerara before their arrival, and took passage for New-York. Deputy Marshal Frey ascertained that they had eaten nothing all day Monday, and ordered them a good supper, for which they were very grateful. They seem anxious to get employment. The facts were communicated to the French Consul at this port."

MINOR CRIMES AND CASUALTIES.

James Anderson, of No. 665 Water-street, was yesterday committed in default of $1,000 bail by Justice Cox, of the Jefferson Market Police Court, for having snatched a pocket-book, containing $23 50, from James Farrell, of No. 146 East Nineteenth-street while Farrell was walking along Broadway....Henry McCarten, of No. 104 Seventh-avenue, and James Cullenth, of No. 1,129 Second-avenue, were charged in the same court with having broken into the tailoring establishment of John Haley, No. 338 Bleecker-street, and stolen therefrom cloth valued at $80. They were committed in default of $3,000 each....Jacob King, of No. 101 West Houston-street, was committed at Jefferson Market Police Court, in default of $1,000, for having stolen $100 from Henry Brunnings, of No. 18 Horatio-street. King admitted that he had stolen the money....John Donahoe, a boy sixteen years of age, was arraigned at the Yorkville Police Court, yesterday, on complaint of Rachel Newschaffer, aged nine and a half, of No. 411 East Seventy-sixth-street, whom he attempted to outrage in her own house. He was held for trial....James Tracy, aged eleven, and James Bennett, aged fourteen, were brought up on a charge of being drunk and disorderly. They were sent to the Commissioners of Charities and Correction to be taken care of....Officer McGowan, of the Nineteenth Precinct, yesterday recovered about $300 worth of property from different pawn-shops, which had been stolen by burglars from the residence of Rev. James Matson, No. 848 Seventh-avenue.

A RIFLE AS A CHILD'S TOY.

An "accident" occurred at Medford, Mass., a few days ago, which resulted in the death of a boy aged four years, named George Blanchard, son of Mrs. Ann Blanchard. The boy, with two others named Charles and Frank Lewis, aged eleven and nine years, were playing with an army rifle, which by some means was discharged, and though it contained no shot, the force of the explosion was such as to shatter young Blanchard's jaw and nearly carry away one side of his face. He was seen by several physicians who pronounced his case hopeless, and he died about twenty-four hours after the injury.

THE LOWREY GANG.

THE LAST SURVIVOR SUSPECTED OF HAVING SHOT A COLORED MAN ON MONDAY.

News was received in Wilmington, N. C., on Monday, that Floyd Oxendine, a colored man and a peaceful inhabitant of Eureka, in Scuffletown, had been shot to death by some villain or villains unknown, but generally supposed to be Stephen, the last of the Lowreys, and the only one of the outlaws still alive. The particulars, so far as known, are given by the Wilmington *Journal* as follows: "Early Monday morning, Oxendine left his store at Eureka for a visit to a field belonging to him not more than one-fourth of a mile distant. About 7 o'clock, the time at which he expected to return, a gun was heard a short distance from the house, and in the direction of the field, and James Oxendine, Floyd's father, fearing something wrong, as he knew that his son did not carry a gun with him, started to the field. He had gone only about half the distance from the house, along the road leading to Harper's Ferry, when he discovered the bleeding body of his son lying by the side of the road. He was quite dead, having been shot, evidently with a double-barreled shot-gun, in the head and through the heart. His death must have been instantaneous. Jim Oxendine then proceeded to Eureka and made known the distressing event. A number of persons proceeded to the scene of the murder. The murderer's track was found crossing the road and the field, and some asserted that it was exactly such as Stephen Lowrey makes when walking, while others insisted that it was too long for Lowrey. The general belief, however, is that Lowrey is the man who committed the crime. Oxendine was a likely young fellow about twenty-four years of age, and unmarried, although it is said that he was to have shortly espoused Mme. Rhody, the relict of Henry Berry Lowery, deceased. It was asserted that Stephen was opposed to this match. But Oxendine had other vindictive enemies besides Steve Lowery. Some time since he accompanied Wilson, the slayer of Andrew Strong, (having also been confederate with Wilson in the matter of killing Strong,) to Marion County, South Carolina, where they attempted to arrest one John Locklear. This so much exasperated the friends of the latter that it is asserted that Jim Dial, John Locklear, and Sinc. Locklear have been lying out for some months past with the avowed intention of taking his life. Oxendine was well-behaved in his manners, correct and honest in his business dealings, and was well thought of in his neighborhood. He was possessed of a little property and owned a store at Eureka. He was to have been married, it is said, next week, and the widow Lowrey came down on the train yesterday to Eureka, immeasurably distressed at the sad fate which had overtaken her affianced husband."

THE CHILDREN'S FUND.

The following additional contributions to the Children's Excursion Fund are duly acknowledged:

Infant Class of Mission School in Westchester County	$4 00
Olive Linda Booth	3 36
From Friends in Flushing	2 00
Baby G.	2 00
Total	$11 36
Previously recorded	9,475 76
Aggregate of Fund	$9,487 12
Expended to date	5,297 64
Balance in hand	$4,189 48

The ninth excursion for children will be given on Saturday next, when a large number of boys and girls residing in the Eleventh Ward will proceed to Oriental Grove, on Long Island. The children will receive their tickets to-day at 4 o'clock at the Eldridge-street Police Station, Capt. John J. Ward having kindly volunteered to distribute them, and assist in gathering the little ones together on Saturday.

The tenth excursion is to take place on Wednesday, Aug. 20, when the Wayside Industrial School (Twenty-ninth-street) children, and a large party from the Seventh Ward, will participate. This picnic will be known as "The Bank Clerks' Excursion for Children," they having contributed $650 to the Fund for that purpose. Several other excursions are being arranged for during the current month.

EXCURSIONS FOR POOR CHILDREN

From the Rochester Evening Express.

The wise and charitable movement originated by THE NEW-YORK TIMES over a year ago, is in successful operation this year. Of the latest excursion THE TIMES says: "The subscribers to our children's picnic fund would have been delighted could they have seen the 1,700 poor boys who were taken on the excursion last Saturday. Some of the little urchins had scarcely a rag to cover them, and without exception they were all drawn from the very poorest ranks of the community. They received practical proof that they are cared for by those who are better off for what they call 'stamps' than they are themselves. That so large a number of wild, unruly boys should have been taken out for a long day's holiday, and brought home without a single accident, reflects great credit—we trust we may be permitted to say it—on Mr. Williams, of our staff, who has the management of these excursions."

Hundreds of these boys never before probably experienced anything of kindness, benevolence, or sympathy in their lives. They are like the outcast in Dicken's *Cricket on the Hearth*, who had no green spots in the desert of his youthful life, in whose breast the divinest sentiments—those of gratitude, affection, and kinship with his fellows—had never come above the barren ground. These excursions do more than take the boys out of the slums and gutters, more than bring them into contact with the freshness and greenness of nature on the river and in the fields, more than draw them together for a day of sport, frolic, and feasting—they link them to their fellows, kindle in some breasts a sense of obligation and gratitude to the better classes to whom they have been as beings of another race and planet, and, it may be reasonably hoped, render them more amenable to the restraints and elevating influences of society.

An excellent feature of these excursions, which we might say in passing, have been imitated in other large cities which have their districts of swarming street Arabs, is that they have no respect to creed, church, nationality or toilet, unless rags, patches, and dirt are rather the most successful passports to the decks of the barges. How Dickens would have enjoyed one of those trips! How many diamonds in the rough he, with his keen eye, might have discovered! What unique, grotesque, plaintive, humorous, frolicsome stories he might have woven from that tangled mass of humanity as it rolled, somersaulted, whooped, and raced on the green sward of the rendezvous! How he would have depicted the lugubrious countenances of the nondescript company as it reluctantly filed away from the boat to hide again among the cellars and garrets, still carrying in its memory a flavor of the country air and a grateful flush of human kindness! And how powerfully would he have appealed to the respectable public, the wealthy public, the law and quiet loving public, to remember the lower stratas of society in sympathy, sentiment, and material aid. Alas! That great magician's pen is idle, but with the world remains the substance of his vivid stories and the language of one greater than he "For ye have the poor always with you.'

This great charity of THE TIMES is thoroughly human and Christian."

THE ACCIDENT AT BETHLEHEM, N. H.

Of the Philadelphia victims of the accident caused by the overturning of a stage in the White Mountains, the *Press* of Wednesday says: "A telegram received in this city yesterday morning bore the sad tidings that Miss Reeves had died of the injuries received at about 4 o'clock on Tuesday morning. Later dispatches, received by friends in this city about 5 o'clock yesterday afternoon, announced that Mr. David Reeves' injuries were a severe fracture of the jaw and concussion of the brain, both very painful in their character. From the latter he became unconscious, and remained so up to the hour of telegraphing, with the exception of a short interval during yesterday. The doctors express slight hopes of his recovery, which the severity of the wounds render extremely doubtful. Upon the receipt of the news of the accident, Mr. Samuel J. Reeves and wife, the parents of the injured lady and gentleman, started immediately for the scene of the mishap, where it is expected they will arrive this morning. Mr. David Reeves and his sister, Miss Maggie, left the city in the early part of July, and proceeded to Long Branch on a pleasure trip, where they remained a couple of weeks, stopping at Howland's Hotel. From the Branch, in company with a number of Philadelphians, they proceeded to the White Mountains. They were the son and daughter of Samuel J. Reeves, the iron manufacturer. Miss Reeves was about eighteen years of age, and her brother reached his majority only a few months since."

POST-OFFICE ROBBERY IN TORONTO.

The post-office at Toronto, Canada, was robbed of a number of registered letters on Sunday. What little is known about it is thus told by the *Leader*: "On Saturday night the senior clerk on duty and the porter remained in the office until 9:30 o'clock on Sunday morning. When they left the office everything was all right. The money letters which had come in during the day and night were carefully put away in boxes in the safe, and the doors were all locked and bolted as usual. In the afternoon Mr. Cuppage, of the Inspector's Department, had occasion to visit the office, and upon entering the mailing-room he discovered the key in the safe, and found the door leading into the lane in the rear unbolted. An inspection of the safe was made, and it was discovered that ninety-one registered letters had been carried off. These letters came in on Saturday night, from the line of the Northern Railway, and some of them were addressed to the banks, and probably contained checks, while others were addressed to prominent merchants. The thief, in his anxiety to escape, overlooked a tin box which contained the large number of 500 registered letters. It is supposed that the thief must have been secreted in the building during the night, and that, knowing where the key of the safe was kept, he had no trouble in getting into the safe as soon as the clerks left the office."

THE CONDITION OF SPAIN.

THE NAVAL IMBROGLIO—THE DUTIES OF NEUTRALS—HOW ARMS ARE SUPPLIED THE CARLISTS.

A leading article in the London *Times* of Aug. 2 supplies details of the interference of the Captain of the German frigate Friedrich Karl with the movements of a Spanish frigate, and comments thereupon. The writer says: "When a nation like that of Spain falls to pieces, some novel problems of international conduct necessarily arise. What attitude should foreign Governments assume during the progress of disintegration, or of attempted disintegration? The Minister in his bureau has a ready reply—that he will maintain a strict neutrality; and the student of international law will perhaps be even more ready to make this simple declaration; but those who are in the midst of the movement, or who are drawn by their duty within the eddy of its action, know by experience that such an abstract proposition is not always applicable in practice. * * * It is upon considerations such as we have suggested that the defense of the conduct of the Captain of the Friedrich Karl and, so far as he participated in it, of the Captain of the Triumph must be sustained. When we first heard that the captain of a German ship of war had taken a Spanish frigate prisoner and had sent her off to Gibraltar, much curiosity, and some astonishment, was felt. The event excited in France the wildest surmises, and it was at once concluded that the Prince of Hohenzollern-Sigmaringen was going to descend upon Spain, backed by the force of the German Empire, to redeem it from anarchy. We find, however, as a matter of fact, that the conduct of Capt. Werner, the commander of the Friedrich Karl, if not repudiated by the German Government, had not been approved by it. The German Foreign Office refuses to accept any expression of gratitude from the Minister at Berlin, representing the Cortes, declaring that Capt. Werner acted entirely on his own responsibility. This reply was strictly proper. It may be necessary to disown or to approve the conduct of Capt. Werner, and it must be impossible to tell in what light it should be viewed until he has rendered full explanations. A letter from a correspondent at Madrid gives a narrative of the transaction which is in essential particulars the same as an account which has been published in the Cologne *Gazette* upon the authority of the German Consul at Cartagena. It appears that when Murcia renounced the authority of the Cortes and declared itself an independent Canton, with Cartagena as its principal port, the Friedrich Karl was at Barcelona, but, upon receipt of a telegram from the Chargé d'Affaires at Madrid, Capt. Werner set off for Catagena, to look after the interests of the Prussian residents there. While cruising off the port, a small steamer came by bearing a red flag, and Capt. Werner at once boarded her to inquire the meaning of this symbol. It seems uncertain whether the German commander was at that moment ignorant of the fact that the Cortes had proclaimed as pirates the ships repudiating their authority, and this circumstance ought not to have had any effect upon him. It is for neutrals to determine the status of an insurgent, and not the Government against which the insurgent has risen, and the Cortes could no more affix the character of piracy to rebels against its authority than the Government at Washington could make the Confederate ships pirates. Capt. Werner demanded the meaning of the red flag, and in so doing acted entirely within his right, for the appearance of a new flag upon the seas is a matter to be at once investigated and verified. He was told that the red flag was the flag of the Canton of Murcia, which had separated from the rest of Spain, and set up for itself as a free and independent community, and when he had learnt this he declared he could not allow the vessel to navigate under such conditions, and at once seized her as a pirate and sent her in charge of a German crew to Gibraltar, taking her own crew on board his ship. All this was done within sight of Cartagena and of a Spanish frigate and other Spanish war-vessels lying in the harbor which had declared for the insurgents, and it was not to be expected that the latter would acquiesce without a struggle in the capture of their companion ship. In fact, they made preparations to attack the Friedrich Karl, but at this juncture the British name comes into the story. An English war-steamer—called in the Cologne *Gazette* the Pigeon, a small advice-boat stationed at Gibraltar, but described by our correspondent as the Triumph, which has been for three months one of the Squadron of the Tagus—was lying in the harbor, and went out and joined the Fredrich Karl in expectation of the threatened attack, but it did not come off. Negotiations were opened, and after some parleying, a singular agreement was drawn up and signed by Capt. Werner, the Captain of the English boat, and the German Consul on the one side, and by the leaders of the Cantonal movement in Cartagena on the other. According to this treaty the captured steamer was admitted to be a lawful prize on account of her novel flag, the insurgent leaders pledged themselves to respect the lives, persons, and property of all foreign residents in the town, and, finally, it was agreed that no vessel of any kind should sail from Cartagena until a certain date, by which time it was presumed instructions would have been received by the German and English Captains from their respective Governments. It may easily be understood that while these things were being transacted in and outside the harbor of Cartagena there was the greatest excitement ashore. The families of the German Consul and his brother were at one time in considerable danger, until they all managed to find shelter on board the German and English steamers, and, when the negotiations were concluded, it was thought advisable on the part of the German Consul to betake himself and his family to Madrid.

We may frankly confess that if the seizure of a ship because it bore a red flag stood alone we should find some difficulty in justifying it. There is nothing in the color that can warrant universal hostility, and, however wild and hopeless must appear the notion that Spain can be resolved into a series of contiguous Republics, each comprised within the limits of a Commune, the insurgents at Cartagena might claim to be allowed to enter upon the experiment without being subjected to interference by foreign powers helping to sustain the authority of the Cortes. The Captain of the Friedrich Karl is represented as declaring that he had no intention whatever to interfere in internal matters of politics between Cartagena and Spain; but he held himself justified, and, indeed, bound, to seize a vessel which he had reason to suspect of piracy. He probably thought that the authority under which the captured vessel assumed to sail was not sufficiently defined to be capable of conferring on the vessel any status which could be recognized by strangers, and, as it was about to embark on a career of force without adequate authority, it must fall within the ordinary definition of piracy. The assumption of fact underlying this explanation of the conduct of Capt. Werner does not seem sufficiently solid to support it. The aims of the directors of the insurrection are sufficiently clear and precise to remove the suspicion of piracy from their ships; and if Capt. Werner had no other defense this would not be satisfactory. The mere fact that he entered into negotiations with the Junta at Cartagena shows that he himself did not regard the movement as piratical, for men in authority do not parley with pirates. There was, however, a second ground of explanation advanced by him in his negotiations which is better deserving of respect. He said it was his duty to protect the Germans in Cartagena from bloodshed, loss, and persecution, and on this ground he had no option but to seize the vessel. This discloses a valid ground of defense, if, upon investigation, it can be sustained. The German Government have clearly not made up their minds as to the propriety of Capt. Werner's conduct, and are apparently awaiting further intelligence before pronouncing judgment upon it. We have no reason to suppose that our own Ministry would be in any greater haste to approve or disapprove the support rendered by an English ship to the Friedrich Karl. Yet it will be incumbent upon them to determine quickly the principles upon which they are prepared to deal with the partisans of the Separatist movement, for the incident at Cartagena may easily be reproduced at almost any point on the south coast of Spain. Although it is denied that the Ville de Madrid had joined the insurgents at Cadiz and was helping to bombard the Arsenal, it is painfully obvious that the Spanish Navy can nowhere be relied upon to support the unity of the nation, and there is scarcely a port, from Cadiz to Barcelona, which is not at this moment agitated by the attacks and expected attacks of insurgent vessels."

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, Aug. 14—1 A. M.—The storm centre in Virginia has moved to the coast, with north-easterly and north-westerly winds, cloudy weather, and heavy rain in the Middle States. North-easterly winds, clearing weather and low temperature prevails in the lower lake region, with occasional rain; southwesterly winds, partly cloudy weather and low temperature in the Gulf and South Atlantic States, with occasional rain near the coast of the latter; northerly winds, increasing pressure, and partly cloudy weather from the Alleghanies to the Ohio Valley.

PROBABILITIES.

For New-England, north-easterly and northerly winds, threatening weather, and heavy rain.

For the Middle States, northerly and north-westerly winds, lower temperature, cloudy weather, and rain, clearing by the afternoon.

For the lower lakes north-easterly winds, falling barometer, and partly cloudy weather.

For the Gulf and South Atlantic States south-westerly and north-westerly winds and clearing weather with rain near the coast.

From Michigan to Iowa and thence to the lower Ohio and lower Missouri Valleys falling barometer, north-easterly winds, and increasingly-cloudy and warmer weather.

Cautionary signals continue at Cape May, New-York, New-London, Wood's Hole, and Boston.

All telegraphic reports are missing, except for the Atlantic seaboard, the Eastern Gulf, and the lower lakes.

THE LATEST STORM REPORTS.

RUMORED LOSS OF A YACHT OFF POINT JUDITH.

PROVIDENCE, R. I., Aug. 13.—The schooner yacht N. F. Dixon, carrying the mails and passengers from Block Island to Newport, had not arrived at Newport at a late hour to-night, being several hours overdue. Newport is agitated by a rumor, which we cannot verify, that the vessel was seen bottom up off Point Judith this afternoon. About 100 strangers were on the island, some of whom would doubtless take this boat to return to the main-land.

LAND-SLIDE.

BALTIMORE, Md., Aug. 13.—During the prevalence of a heavy rain-storm to-night, a land-slide occurred in an open cut in the Baltimore and Potomac Railroad Tunnel, near Pennsylvania-avenue, in this city. Trains are prevented from running either way. A force of workmen are now engaged in removing the obstruction.

By Telegraph.
THE GREAT FIRE IN COBLESKILL, N. Y.
COBLESKILL, N. Y., Aug. 12, 1873.
Messrs. Herrings & Farrel, Nos. 251 and 252 Broadway, New-York:
My Herring safe was ten hours in the fire. Books and papers all right. J. DILLENBECH.

In consequence of the delay of the contractors this Company will not occupy their new premises, NO. 11 UNIVERSITY-PLACE, until about the 1st of September. Until further notice all communications should be addressed to No. 52 Greene-st.
THE TROW CITY DIRECTORY COMPANY.
—*Advertisement.*

Rich, Pure, and Harmless
BURNETT'S FLORIMEL, for the handkerchief. For sale by all Druggists.—*Advertisement.*

Piles or Hemorrhoids.
Perfectly and permanently cured by "absorption." W. A. MCCANDLISS, M. D., & SON, rooms Nos. 35 and 36 St. Nicholas Hotel.—*Advertisement.*

TRUSSES, ELASTIC BANDAGES, &C.—Ruptured persons find Seeley's Hard-Rubber Trusses cool, cleanly, light, safe, and perfectly reliable; no rusting, breaking, soiling, nor strapping; used in sea-bathing. Establishment, No. 737 Broadway. Correct and skillful adjustments. Send for descriptive catalogue.—*Advertisement.*

"WHITE'S PATENT LEVER TRUSS."—Light, clean, and easy. Sure to hold. DR. GREGORY, 854 Broadway, cures Rupture without interference with business. His "Hernia Lotion" is a great discovery. Pamphlets giving full explanation.—*Advertisement.*

The filthy and infectious "Sponge Pad" and pitiless iron "Finger Pad" Trusses have yielded to the Elastic Truss, 683 Broadway. Easy, and never displaced.—*Advertisement.*

The most agreeable, neat, and efficacious article for the teeth ever invented is LYON'S Tooth Tablets.—*Advertisement.*

LYON'S INSECT POWDER will destroy "big bugs" as well as bed-bugs, red ants, Croton bugs, fleas, &c.—*Advertisement.*

The best goods and the cheapest for family use is the famous Halford Leicestershire Table Sauce, to be had of every grocer.—*Advertisement.*

Helmbold's Buchu is the great family medicine for diseases of the kidneys and kindred organs. Full directions accompany each bottle. Look out for counterfeits. The genuine has the private proprietary stamp of H. T. Helmbold. It is not safe to take any other. None but the genuine guaranteed. JOHN F. HENRY, New-York, Sole Agent.

The Best Braces or Suspenders in the World are those made by FISK, CLARK & FLAGG. They make over two hundred varieties. For sale at retail by all furnishing or clothing stores in the Union. Ask for them, and look for their name on every pair.

Wedding Cards, No. 104 Fulton-st.
WM. EVERDELL'S SONS. Established 1815.
We have no branch offices.

Hair Dye! Hair Dye! Hair Dye! BATCHELOR's celebrated Hair Dye is the best in the world. The only true, safe, and perfect hair dye. No disappointment, no ridiculous tints. Harmless, reliable, instantaneous. Sold everywhere by druggists.

Wedding Cards, No. 302 Broadway.
JAMES EVERDELL. Established 1840.

MARRIED.

LELAND—REAY.—On Tuesday, Aug. 12, by Rev. Geo. H. Houghton, GEORGE S. LELAND to Miss NANNIE M. REAY, both of this City.

DIED.

BAKER.—On Wednesday evening, Aug. 13, after a short illness, EDITH BAKER, aged 17 years.
Notice of funeral hereafter.

BUTLER.—At sea, on board the steam-ship Scotia, on Monday, Aug. 11, 1873, RICHARD R. BUTLER, aged 33 years.
The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his mother, No. 67 West 9th-st., on Thursday, Aug. 14, 1873, at 1 o'clock P. M.

DAVISON.—On Wednesday morning, SAMUEL GLASSFORD DAVISON, aged 1 year, 8 months, and 20 days.
Friends and relatives are invited to attend the funeral from his parents' residence, No. 45 Marion-st., at 1:30 P. M. on Thursday.

ELFELT.—At Long Branch, N. J., on Monday, Aug. 11, GEORGE KING, infant child of Augustus B. and Esther A. Elfelt, aged 7 months and 3 days.

FRAME.—At Montclair, N. J., on Sunday morning, Aug. 12, WILLIAM FRAME, aged 31 years.
Funeral services at his late residence, Montclair, Thursday, 12 M., Aug. 14. Friends and acquaintances are respectfully invited to attend.

FINCH.—On Monday, Aug. 11, Mrs. CATHARINE G. FINCH, aged 85 years and 2 days.
Funeral on Thursday, 14th inst., at 11:30 o'clock, from the residence of her grand-son, Frank D. Karr, No. 11 Lafayette-st., Elizabeth, N. J. Trains from foot of Liberty-st. at 9:30 and 10:15.

HILL.—In Boston, Aug. 12, GEORGE MASON, son of Julia C. M. and George H. B. Hill, aged 8 months and 15 days.

HURST.—At Long Branch, N. J., Tuesday, Aug. 12, CAROLINE ELISE, the beloved wife of F. W. J. Hurst, aged 29 years.
The relatives and friends of the family and those of her father Edward S. Jaffray are invited to attend the funeral, at No. 615 5th-av., this (Thursday) afternoon, at 4 o'clock.

JOHNSON.—Fell asleep, Aug. 13, at his residence, Amenia, Union, N. Y., Rev. SAMUEL ROOSEVELT JOHNSON, D. D., Rector of St. Thomas' Church, Amenia, and Emeritus Professor in the General Theological Seminary.
Funeral services will be held at St. James' Church, Hyde Park, on Saturday, Aug. 16, at 2 o'clock P. M. A special car for friends will leave the Grand Central Depot, 42d-st., Hudson River Railroad, at 10:45 A. M.

LOTT.—At Flatlands, on Monday, Aug. 11, 1873, ANNE LOTT, widow of the late Jeromus Lott, deceased, in the 85th year of her age.
Relatives and friends are respectfully invited to attend the funeral, at the Reformed Church of Flatlands, on Thursday, the 14th inst., at 3 P. M., without further notice. Carriages will be at the Flatbush Depot at 2 P. M.

MATTISON.—At Milford, Penn., Aug. 11, ARTHUR, twin son of Samuel E. and Ellen D. Mattison, aged 8 months and 11 days.
Interred in Green-Wood.

MERRITT.—Suddenly at Harlem, on Wednesday, Aug. 13, 1873, EVLEEN, wife of John J. Merritt, and daughter of John T. and Ann Elizabeth Chatterton, aged 19 years, 2 months, and 19 days.
The relatives and friends of the family are respectfully invited to attend the funeral at the residence of her parents, north-east corner of Avenue A and 118th-st., on Friday, Aug. 15, 1873, at 9:30 o'clock, A. M., without further notice. The remains will be taken to New-Rochelle for interment.

MOORE.—In Jersey City, Aug. 12, HIRAM W. MOORE, aged 48 years and 5 months.
Interment at Monson, Mass., this (Thursday) afternoon at 2:30 o'clock.

MOORE.—On Wednesday, Aug. 13, 1873, ORLANDO J. MOORE, in the 73d year of his age.
Notice of funeral hereafter.

PARKER.—At his residence, in Mattawan, N. J., on Tuesday, Aug. 12, ROBERT, son of Moses and Susan Parker, aged 43 years.
The funeral services will be held in the Methodist Church, at Mattawan, this (Wednesday) evening, at 7:30 o'clock. The remains will be taken to Nyack, on Thursday morning, by the 9:30 train, from foot of Chambers-st.

PIERSON.—On Wednesday, Aug. 13, Dr. C. M. PIERSON, No. 557 Orange-st., Roseville, Newark, N. J.
Notice of funeral in to-morrow's paper.

RAND.—On Tuesday, Aug. 12, CLEMENTINA, wife of Aaron W. Rand, of Newark, N. J., and daughter of Henry B. Brown, of this City.
Relatives and friends are invited to attend the funeral services, at the residence of her father, No. 154 West 12th-st., on Friday, 15th inst., at 11 A. M.

RUTHERFORD.—On Wednesday, Aug. 13, KATE, widow of the late James D. Rutherford, in the 58th year of her age.
The relatives and friends are respectfully invited to attend the funeral from her late residence, No. 364 West 15th-st., on Friday, at 1 P. M.

VAN SICLEN.—Suddenly, of cholera infantum, at Shandaken, N. Y., Aug. 12, HENRY, son of George W. and Sarah Van Siclen, aged 10 months and 15 days.
Friends and relatives will please attend the funeral, without further invitation, at 2 o'clock to-day, from the residence of his uncle, Henry K. Van Siclen, No. 234 8th-av., New-York.

MISCELLANEOUS.

POST-OFFICE NOTICE.

The Mails for Europe, during the week ending Saturday, Aug. 16, 1873, will close at this office on Wednesday, at 7 A. M. and 12 M., on Thursday at 11:30 A. M., and on Saturday at 9 A. M. and 12 M.

THOS. L. JAMES, Postmaster.

R. STUART WILLIS, ATTORNEY AND Counsellor at Law, Notary Public, No. 182 Broadway, Room No. 4, New-York.

THE REAL ESTATE MARKET.

At the Exchange yesterday, Wednesday, Aug. 13, the following business pertaining to real estate was transacted:

James M. Miller sold a three years' lease of premises known as the American Chemical Works, comprising four acres of land, with the buildings and machinery, situated at Linden, N. J.

The sales under order of foreclosure of house and lot north side of Fifty-ninth-street, 400 feet west of Ninth-avenue, and lease of house and lot south-side of Twenty-first-street, 100 feet west of Tenth-avenue, adjourned to Aug. 17. B. P. Fairchild sold an eight years' lease of the five-story tenement and lot on east side of Avenue D, 70.11 feet north of Eighth-street.

At Saratoga Springs, N. Y., yesterday, Wednesday, Aug. 13, Jere. Johnson, Jr., held an auction sale of lots belonging to John Morrissey, Esq., situate on the grand drive to the lake, or Union-avenue, adjacent to the race-course, and on Tennyson, Tehama, Whittier, Bryant, and Barhydt avenues and on Minna-street. The results of the sale, as received by telegraph from our own reporter, are as follows: "Saratoga sale a brilliant success; entire programme carried out; whole village in excitement; balloon ascension extraordinary; immense crowd; mansion and fourteen lots brought $6,200; lots on Union-avenue, $230 to $265, each; entire property sold to good buyers; the aggregate is $38,400, being an average of $190 per city lot, or $2,600 per acre. The whole affair satisfactory to all concerned."

The following sales are projected for to-day:

TO-DAY'S AUCTIONS.

By A. J. Bleecker, Son & Co., at the Exchange, for account of a former buyer at the trustee's sale of the Jones' Wood tract, which took place on Thursday, May 29, 1873, eight lots, each 25 by 102.2, on the south side of Seventy-second-street, 148 feet west of Avenue B; also four lots on the rear adjoining, and fronting on the north side of Seventy-first-street, each 25 by 102.2.

EXCHANGE SALES, WEDNESDAY, AUG. 13.

NEW-YORK.

By James M. Miller.

3 years' lease of 4 acres of land, with buildings and machinery, known as the American Chemical Works, situate in Linden, N. J.; to S. A. Mitchell	$2,000

By B. P. Fairchild.

8 years' lease five-story tenement-house and lot, 25x80, e. s. Avenue D, 70.11 ft. n. of 8th-st.; Henry Schnepel	$11,100

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Tuesday, Aug. 12.

Duane-st., No. 84, s. s., 85.7 ft. e. of Broadway, 25x79.7	35,000
29th-st., s. s., 185 ft. e. of 6th-av., 20.6x98.9	3,000
29th-st., s. s., 185 ft. e. of 6th-av., 25.6x98.9	3,000
42d-st., s. s., 275 ft. w. of 6th-av., 25x98.9	55,000
47th-st., n. s., 125 ft. e. of 8th-av., 50x108.10	27,500
53d-st., s. s., 247.6 ft. w. of 5th-av., 25x100.4	78,000
78th-st., s. s., 330 ft. e. of 3d-av., 25x102.2	16,500
79th-st., s. s., 346 ft. w. of 1st-av., 20x102.2	23,000
113th-st., n. s., 150 ft. w. of 1st-av., 16.8x100.10	3,466
117th-st., s. s., 100 ft. e. of 3d-av., 40x100.11	29,400
Avenue A, w. s., 145.4 ft. s. of 71st-st., 85.4x275	16,000
St. Nicholas-av., e. s., 229.10 ft. s. of 150th-st., 30x—	12,000
1st-av., w. s., 59.3 ft. n. of 32d-st., 19.9x70	15,000
8th-av., s. e. corner 130th-st., 99.11x100	29,000

LEASE RECORDED.

Canal-st., Nos. 163 and 165, East, corner Elizabeth-st., 5 years, per year	$3,800

CITY REAL ESTATE.

LENOX HILL.—FOR SALE, ON 5TH-AV., LENOX Hill—a fine plot of four lots on 5th-av., with two in the rear. This property is elegantly located, and is suitable for the erection of a palatial residence.
E. H. LUDLOW & CO., No. 3 Pine-st.

COUNTRY REAL ESTATE.

FARM OF ABOUT 40 ACRES, NEAR NANUET, Rockland County, for sale, at a price that will pay for any one with a few thousand dollars to buy it on speculation; it is near Nanuet, and located so that improvements are going to it steadily.
RIKER, HESSE & CO., No. 5 Pine-st.

FOR SALE AT ROSELLE ON CENTRAL RAILroad of New-Jersey, forty-five minutes from New-York, a French-roof house of fifteen rooms; it has all the conveniences, is in perfect order, and will be sold cheap. Address S. A. BRISTOL, Post-office Box No. 3,932, New-York.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

A HOME IN THE COUNTRY.—CENTRAL NEW-Jersey Land Improvement Company have houses, lots, and land by the acre for sale at all points on the line of the Central Railroad of New-Jersey. Apply to A. D. HO[illegible], or ELSTON MARSH, No. 119 Liberty-st.

BEAUTIFUL PLACE NEAR PLAINFIELD—Seventeen acres; every way desirable; $10,000; below its value; payments easy; very great bargain. JAQUES, No. 208 Broadway.

PLAINFIELD, N. J.—FIRST-CLASS HOUSE FOR sale on very easy terms, or to rent. Inquire of A. POTTER, JR. & CO., No. 12 Spruce-st., New-York.

CHOICE LOTS—FORTY MINUTES ON NEW-Jersey Central Railroad; price low; terms easy; would make arrangements with men of means to build several cottages. JAQUES, No. 208 Broadway.

REAL ESTATE AT AUCTION.

RAVENSWOOD PROPERTY.

FORECLOSURE SALE OF VALUABLE PROPERTY,

HOUSE AND GROUNDS,

AT RAVENSWOOD, LONG ISLAND.

On the premises, Aug. 19, 1873, at 12 o'clock M.

For full particulars apply to

SEWELL & PIERCE, Attorneys, &c.,

No. 178 Broadway.

STORES, &C., TO LET.

OFFICES TO LET
IN
TIMES BUILDING.
SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

NEW SITELY HOTEL FACING BROADWAY, between Cooper Institute and Bible House, to lease; 100 suites rooms, stores large, restaurant under the same. Nos. 25 and 27 3d-av.

DWELLINGS TO LET.

TWO FLATS—SIX LARGE AIRY ROOMS EACH; closets, water in kitchens, gas-pipes throughout, in the new three-story building, Atlantic-st., Jersey City Heights. Fine views New-York City and bay. Rent, $20 per month. Jersey City Ferry horse-cars at the door; four minutes' walk to Bergen-avenue Station, Newark and New-York Railroad; seventeen minutes to foot Liberty-st; fifty-eight trains daily. Apply to
J. H. WINSER, No. 110 Grand-st.

A SPLENDID FOUR-STORY BROWN-stone residence, elegantly and fully furnished, in the best part of City, 51st-st. and 5th-av., to lease for one or more years. M. T. WOOLLEY, No. 5½ Pine-st., before 2.

AT TARRYTOWN, ON THE RIVER BANK, a short distance north of the depot, to let, a brick house, furnished complete; twelve rooms; two acres in lawn and garden. Rent per year, $1,200.
S. EMBERSON, No. 659 6th-av.

AT TARRYTOWN.—A CHOICE PLACE TO let; immediate possession; a new French slate roof house; all modern improvements; furniture all new; nice grounds, stables, &c.; river view. Rent, $1,800 per year. S. EMBERSON, No. 659 6th-av.

TO LET—THE FIRST-CLASS FOUR-STORY BROWN-stone front house, No. 322 West 14th-st., is being put in order; rent $2,000; new gas fixtures throughout. THORNTON M. RODMAN, No. 696 Broadway, north-east corner 4th-st.

AN ELEGANTLY-FURNISHED HOUSE TO let in 33d-st., near 5th-av.; a perfect gem; also, other houses, in good locations, finely furnished.
COLES & RYDER, No. 1,292 Broadway.

AT TARRYTOWN.—ON BROADWAY—TO LET, immediate possession, a cottage, eight rooms; nice grounds; river view. Rent $600 per year.
S. EMBERSON, No. 659 6th-av., near 38th-st.

BANKRUPT NOTICES.

IN THE DISTRICT COURT OF THE UNITED States for the District of New-Jersey, at Elizabeth, the 1st day of August, A. D. 1873.—The undersigned hereby gives notice of his appointment as assignee of SAMUEL LIPPENCOTT, CHETWOOD BIRD, and JOHN J. MILLER, of Elizabeth, in the County of Union, and State of New-Jersey, within said district, who have been adjudged bankrupts on creditors' petition by the District Court of said district.
JOSEPH A. DAVIS, Assignee, &c.
To whom it may concern. au7-1aw3wTh

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of ISRAEL SCHOENBERG, ABRAHAM SCHOENBERG, and EMANUEL SCHOENBERG, bankrupts.—Notice is hereby given that the undersigned has been appointed assignee of the estate of the above-named bankrupts.—Dated New-York, August 7, 1873.
au14-1aw3wTh CLARK BROOKS, Assignee.

PUBLIC NOTICES.

NOTICE.

CUSTOM-HOUSE, NEW-YORK,
COLLECTOR'S OFFICE, Aug. 12, 1873.

Owners and others concerned in the goods damaged by fire in the United States Public Store, and recently removed to Hanover-square, are hereby notified that all of such merchandise as shall not have been identified and claimed by parties entitled thereto, will be sold at public auction, in Hanover-square, on the 14th day of August inst., at 12 o'clock noon, by John H. Draper & Co., auctioneers. C. A. ARTHUR, Collector.

FINANCIAL.

TEXAS AND PACIFIC

RAILWAY COMPANY,

CHARTERED BY THE UNITED STATES GOVERNMENT.

First Mortgage Six per Cent. Gold

COUPON AND REGISTERED

CONSTRUCTION BONDS

AUTHORIZED BY ACTS OF CONGRESS, with Sinking Fund, AND FREE FROM GOVERNMENT, STATE, AND OTHER TAXES, ISSUED ONLY ON COMPLETED ROAD,

At 90 per Cent.

AND INTEREST IN CURRENCY.

These Bonds are secured by a SINKING FUND and by a FIRST MORTGAGE, covering the Company's Line through to the PACIFIC OCEAN, with its equipment franchises, &c., including upward of 15,000,000 ACRES OF LAND donated by the Government of the United States to aid in the construction of the road.

J. EDGAR THOMSON and
SAMUEL M. FELTON, } *Trustees of the Mortgage.*
THOMAS A. SCOTT, *President of Company.*

FIRST SERIES issued only as road is constructed on the Eastern Texas Division—504 miles of road.

209 Miles of Road in Operation.

From SHREVEPORT to DALLAS, and from MARSHALL to JEFFERSON.

Grading and bridging completed and ties delivered on 200 additional miles of road. Track now being laid at rate of ONE MILE PER DAY. Work commenced on California Division. First section, from San Diego East, under contract.

These Bonds are entitled to the benefit of a Sinking Fund, in addition to the fund to be derived from sale of lands, of an amount equal to ONE PER CENT. on all outstanding bonds, to be deposited with the TRUSTEES annually, and by them applied to the purchase and cancellation of bonds at par, as they shall be designated by lot, *at the option of the holders of the bonds so drawn,* and they are also receivable, at par and interest, in payment for any of the lands donated by the United States.

Government bonds and all other marketable securities will be received at current prices in exchange for these bonds, without expense to the investor.

Pamphlets, maps, and full information will be furnished on application to the following banking-houses:

H. G. STEBBINS & SON, New-York;
EDM'D D. RANDOLPH & CO., New-York;
B. K. JAMISON & Co., Philadelphia.

CITY OF ROCHESTER

7 PER CENT. BONDS,

ISSUED FOR CONSTRUCTION OF WATER-WORKS UNDER ACT OF LEGISLATURE.

PASSED APRIL 27, 1872.

Rochester possesses the elements of a prosperity unexcelled, if equalled, by any other city in this State. It is the centre of trade to a surrounding population of about 500,000, to whom the means of transportation are furnished by Railroads radiating from the city in eleven different directions.

Its indebtedness, excluding this loan, is less than $1,850,000, while it has Public Property amounting to about $2,350,000, and Private Real Estate valued at $70,000,000.

The bonds are issued in either Coupon or Registered form; the Registered being transferable at the office of the Union Trust Company of New-York, where both principal and interest is payable.

The expenditure of moneys derived from their sale is directed by the Mayor of the city and the Board of Commissioners.

PRICE PAR AND INTEREST. CIRCULARS UPON APPLICATION.

ROBINSON, CHASE & CO.

Bankers, No. 18 Broad-st.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION
RAILWAY STOCKS, BONDS, AND GOLD,
MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

TURNER BROTHERS,

M. C. Turner,
T. C. Turner,
J. Turner,
R. Turner,
BANKERS,
A. Turner,
G. M. Turner,
J. S. Decker.

No. 14 Nassau-st., New-York,

Transact a general Banking business, (checks pass through Bank Clearing-house,) allow interest on Balances, issue Certificates of Deposit, draw Sight Exchange and make Telegraphic Transfers, pay coupons for Municipal and other Corporations, and keep Books of Registry and Transfer. Orders executed at Gold and Stock Exchanges for cash only.

HATCH & FOOTE

BANKERS,

No. 12 Wall-st., New-York.

WE RECEIVE DEPOSITS PAYABLE ON DEMAND, AND ALLOW INTEREST AT THE RATE OF FIVE PER CENT. PER ANNUM.

12 per Cent. Interest

PER ANNUM.

FOR SALE—A moderate amount of good and safe MORTGAGE R. R. BONDS at 60 and interest, that will pay TWELVE PER CENT. and rise in value. For particulars address
JAS. TOMPKINS, Box No. 401 N. Y. City P. O.

WOOD & DAVIS

Bankers,

AND
DEALERS IN RAILROAD BONDS,

Keep on hand a variety of choice Bonds to supply investors; execute orders for Government Securities, Gold, and Railroad Stocks; pay interest on deposits according to the nature of the account.
No. 31 Pine-st.
C. D. WOOD. SAM'L D. DAVIS.

FIRST MORTGAGE 8 PER CENT. BONDS

OF THE

MILWAUKEE AND NORTHERN RAILWAY,

☞ NOW COMPLETED AND FULLY EQUIPPED.
COUPON AND REGISTERED; INTEREST JUNE AND DECEMBER.

We offer these bonds for sale at 90 and accrued interest, believing them to be a secure, as well as a profitable investment. Full particulars furnished on application.
VERMILYE & CO.,
Nos. 16 and 18 Nassau-st.
GREENLEAF, NORRIS & CO.,
No. 66 Exchange-place.

AUSTIN BALDWIN & CO.,

BANKERS, NO. 74 BROADWAY.

European Travelers' Letters of Credit. Exchange on City Bank, London, and the principal Cities of Europe.

FIRST MORTGAGE EIGHT PER CENT. BONDS, DUE 1890. ELIZABETHTOWN AND PADUCAH RAILROAD COMPANY OF KENTUCKY.

We offer for sale $50,000 of these bonds. The road is completed from Elizabethtown to Paducah, and a branch to Louisville, a distance of forty-six miles is being rapidly constructed.

The City of Louisville has $2,000,000 of stock, and the counties and private subscriptions amount to $2,107,000 in addition.

We recommend these bonds as a safe and desirable investment. NORTON, SLAUGHTER & CO.,
No. 41 Broad-st.

TREASURY DEPARTMENT,
OFFICE OF CONTROLLER OF THE CURRENCY,
WASHINGTON, May 3, 1873.

NOTICE IS HEREBY GIVEN TO ALL PERsons who may have claims against "The Atlantic National Bank, of New-York," that they are called upon to present the same, and to make legal proof thereof to Charles E. Strong, Receiver, at the office of said bank, in New-York City. JOHN JAY KNOX,
Controller of the Currency.

LOST.—THE FOLLOWING CERTIFICATES OF PHILADELPHIA AND READING RAILROAD COMPANY STOCK, Nos. 15,114, 13,571; 100 shares each, in the name of Ascan Backus. The public are cautioned against negotiating the same, as transfer has been stopped, and new certificates applied for.
NEW-YORK, July 28, 1873.

FIRE INSURANCE STOCKS.—AMERICAN, Adriatic, Commercial, National, Resolute. For sale by WM. C. GILMAN, No. 46 Pine-st.

FINANCIAL.

THE CONSOLIDATED

THIRTY-YEAR

7 PER CENT. GOLD BONDS

OF THE

ST. LOUIS & SOUTH-EASTERN RAILWAY

A GREAT TRUNK LINE, constituting, with its connections, the shortest possible route between ST. LOUIS, EVANSVILLE, NASHVILLE, MONTGOMERY, ATLANTA, and SAVANNAH; ST. LOUIS and LOUISVILLE, CHICAGO, NASHVILLE, and the Southern and South-eastern cities.

THESE BONDS ARE HIGHLY RECOMMENDED BY THE ST. LOUIS BOARD OF TRADE.

The earnings for May and June were $120,000 each, and rapidly increasing. For full particulars apply to

GEO. OPDYKE & CO.,

BANKERS, NO. 25 NASSAU-ST., NEW-YORK.

WINSLOW & WILSON,

NO. 70 WILLIAM-ST., NEW-YORK.

GEORGE OPDYKE & CO.,

NO. 25 NASSAU-ST.,

OFFER FOR SALE AND CONFIDENTLY RECOMMEND

LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.

ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.

Desirable WESTERN COUNTY BONDS, yielding Ten per cent. Interest.

TOWN Seven per cent. BONDS, State of New-York.

$200,000.

Jersey City offers for sale at the Continental National Bank, No. 7 Nassau-st., City of New-York, $200,000 of her bonds, in sums of $1,000 each, having forty years to run, interest payable in the City of New-York at seven per cent., semi-annually.

July 1, 1873, the total debt of Jersey City was	$12,267,162 00
Corporation property, including past due assessments for streets and sewers	11,119,526 00
Assessed valuation of 1872	68,496,855 00
Half of the assessed value of railroad property which, by recent law, is taxable this year	11,000,000 00
Total assessed value for 1873	$79,496,855 00

Population of city about 103,000.

All private property, including banking and railroad capital, situated in Jersey City, is liable for the payment of these bonds, which are also exempt from all taxation. No better investment can be found for savings banks, life insurance companies, or for trust funds. Price ninety-eight per cent. and accrued interest.

AMBROSE W. THOMPSON, Financial Agent of Jersey City, at No. 7 Nassau-st., New-York.

BROWN BROTHERS & CO.,

NO. 59 WALL-ST.,
ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

OFFICE OF THE CHICAGO AND ALTON RAILROAD COMPANY, No. 59 LIBERTY-ST.,
NEW-YORK, Aug. 4, 1873.

CHICAGO AND ALTON RAILROAD PREferred First Mortgage Sinking Fund Bonds.—Notice is hereby given that we have this day designated by lot, thirty bonds, numbered as follows: 51, 309, 66, 569, 422, 30, 111, 19, 522, 349, 215, 565, 140, 385, 288, 590, 190, 593, 12, 197, 567, 204, 262, 375, 27, 240, 497, 181, 360, 356, of $1,000 each for redemption. According to the terms of the mortgage, interest thereon will cease Nov. 1, 1873. The undersigned are ready to pay them with interest, so far as accrued, on presentation and surrender.
S. J. TILDEN, No. 12 Wall-st.
L. H. MEYER, No. 21 Nassau-st.

$25 REWARD.—LOST SATURDAY, AUG. 9, two certificates of PACIFIC MAIL STEAMSHIP COMPANY'S STOCK—No. 60,142 in the name of J. Edward Mastin, and No. 57,343 in the name of White, Morris & Co.; transfer has been stopped. The above reward will be paid on the return of certificates to
VERNAM & HOY,
No. 34 New-st., New-York.

$10,000 SPECIAL CAPITAL WANTED on good security, in a well-established manufacturing business; twenty per cent. guaranteed; principals only will be noticed. Address A. B. C., Station D.

HOLDERS OF ST. LOUIS AND ST. JOSEPH Railway First Mortgage Bonds will please advise with TURNER BROTHERS, Bankers,
No. 14 Nassau-st.

$16,500 IN GOOD CITY MORTGAGE, &c., for the equity in a well located and rented dwelling in this City. M. T. WOOLLEY,
No. 5½ Pine-st., before 2.

SAVINGS BANKS.

UNION DIME SAVINGS BANK,

Nos. 396 and 398 CANAL-ST., corner Laight.
Open daily from 10 to 3, and Monday Evenings 5 to 7.

Assets—Eleven Million Dollars.

Surplus—Seven Hundred and Fifty Thousand Dollars.
SIX PER CENT. INTEREST ALLOWED.
Bank books in English, French, and German.
G. S. CHAPIN, Treasurer. N. J. HAINES, President.
T. S. ARMOUR, Secretary.

IRVING SAVINGS INSTITUTION

NO. 96 WARREN-ST., NEW-YORK.
SIX PER CENT. INTEREST allowed on all sums.
Interest commences from 1st of January, April, July and October.
Bank open daily from 10 A. M. to 3 P. M.
WALTER W. CONCKLIN, President.
VANDERBILT L. BUXTON, Secretary.

DEPOSIT TO-DAY.

THE FREEDMAN'S SAVINGS AND TRUST COMPANY,
Chartered by the United States.
No. 185 Bleecker-st., New-York.
ASSETS....OVER $4,000,000.
J. W. ALVORD, President.
G. W. STICKNEY, Actuary.
A. M. SPERRY, General Inspector.
SAM L. HARRIS, Manager.
☞ Send for circular. JOHN J. ZUILLE, Cashier.

PROPOSALS.

CAPE FEAR RIVER IMPROVEMENT.

UNITED STATES ENGINEER OFFICE, UNION BANK BUILDING, FAYETTE, NEAR CHARLES-ST.,
BALTIMORE, MD., Aug. 4, 1873.
PROPOSALS.

Are invited for furnishing and delivering stone on United States lighters near Federal Point on Cape Fear River, North Carolina; and separate proposals for stone loaded on lighters at quarries on the river accessible to tug-boats.

Proposals, to be sealed, in duplicate, indorsed on outside, and accompanied by a copy of this advertisement, will be received until noon of Aug. 14, 1873, and will be opened in five minutes thereafter, in presence of such bidders as may wish to attend.

The right to reject any bid is reserved; bids must be on prescribed forms and accompanied by the usual guaranty.

Blank forms, specifications, and any desired information can be had on application at this office.
WM. P. CRAIGHILL, Major of Engineers.

PROPOSALS FOR BUILDING SLOOP-OF-WAR AT KITTERY NAVY-YARD.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 30, 1873.

Proposals will be received at this Bureau until 12 o'clock M., on the 1st day of September next, from builders or mechanics qualified to do the work, for the raising, framing, and ribboning, planking from keel to rail, ceiling, including keelsons, clamps, spirketting, and battery, to rail, putting in decks, including all bits, &c., putting on main and hammock rails, channels and chains, building store-rooms, magazines, and lockers, joiner-work inside and out, calking and scraping, building quarter galleries and setting head, and painting complete, of a sloop-of-war of about 640 tons. The materials, tools, and facilities for doing the work will be furnished by the Government.

The Chief of the Bureau of Construction and Repair will be at the Kittery Navy-yard on WEDNESDAY, the 20th of August next, and in connection with the Naval Constructor of that yard will meet persons desiring to make proposals for the work above mentioned, and will give all necessary explanations concerning the work to be done, and in regard to the character of the materials, tools, and facilities to be furnished by the Government.

Plans and specifications may be seen and examined by applying to the Commandant of the Kittery Navy-yard, after Aug. 1, 1873.

OFFICE OF CHIEF QUARTERMASTER,
FIRST QUARTERMASTER DISTRICT,
HOUSTON-ST., CORNER GREENE,
NEW-YORK, Aug. 4, 1873.

SEALED PROPOSALS, IN DUPLICATE, WITH a copy of this advertisement attached to each, are invited, and will be received at this office until 12 M., Sept. 11, 1873, for the construction of a Sewer at Fort Wadsworth, New-York Harbor, in accordance with the plan and specifications on file in this office. The work must be proposed for as a whole, and not by the foot or yard. A written guarantee of two (2) responsible persons, for the prompt execution and fulfillment of the contract, should it be awarded, must accompany the proposals. All material and labor to be furnished by the contractor, and the work completed within thirty days from award of contract.

The proposals should be indorsed, "Proposals for Sewer at Fort Wadsworth, New-York Harbor," and addressed to the "Chief Quartermaster, First Quartermaster District," as above. R. O. TYLER,
Lieut. Col. and Deputy Quartermaster General,
Brevet Major Gen. U. S. Army.

PROPOSALS FOR JOINER WORK OF STEAM-BOAT.

Sealed proposals will be received by the Commissioners of Public Charities and Correction, at their office until Aug. 16, 1873, at 2 o'clock P. M., for the joiner work of a steamer now being built by LAWRENCE & FOULKE, at Greenpoint.

For full information see the *City Record.* Copies for sale at No. 2 City Hall (north-west basement.)

PROPOSALS FOR COAL.

SEALED PROPOSALS will be received by the Department of Public Parks until MONDAY, Aug. 18, 1873, at 12 o'clock noon, for 350 tons furnace coal, and 200 tons grate coal.

For full particulars see the *City Record.* Copies for sale at No. 2 City Hall, (north-west basement.)

PROPOSALS FOR SCREENED GRAVEL.

SEALED PROPOSALS will be received at the office of the Department of Public Parks until SATURDAY, Aug. 16, 1873, at 12 o'clock noon, for SCREENED GRAVEL for walks and roads.

For full information see *City Record.* Copies for sale at No. 2 City Hall, (north-west basement.)

PROPOSALS.

BOARD OF EDUCATION.

SEALED PROPOSALS will be received by the School Trustees of the First Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 9 o'clock A. M., on said day, for the repairs, painting, &c., of the several school-houses in said ward.

Proposals will be received at the same time and place for the alterations, &c., of the steam heating apparatus in Grammar School-house No. 29, in said ward.
JOHN N. MERRILL,
Chairman Board of School Trustees, First Ward.

SEALED PROPOSALS will be received by the School Trustees of the Second Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 10 o'clock A. M., on said day, for the alterations, &c., of Primary School-house No. 293 Pearl-st.

Proposals will also be received at the same time and place for alterations of the steam heating apparatus in said building.
SAMUEL H. RANDALL,
Chairman Board of School Trustees, Second Ward.

SEALED PROPOSALS will be received by the School Trustees of the Sixth Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 11 o'clock A. M. on said day, for the repairs, painting, &c., of the several school-houses in said ward.

Proposals will also be received at the same time and place for cleaning and repairing the stoves, pipes, flues, &c., in said schools. TIMOTHY BRENNAN,
Chairman Board of School Trustees, Sixth Ward.

SEALED PROPOSALS will be received by the School Trustees of the Tenth Ward, at the office of the Clerk of the Board of Education, until FRIDAY, Aug. 22, 1873, and until 12 o'clock M. on said day, for the repairs, painting, &c., of Grammar School-houses Nos. 20 and 42, in said ward. ALONZO TRUESDELL,
Chairman Board of School Trustees, Tenth Ward.

SEALED PROPOSALS will be received by the School Trustees of the Sixteenth Ward, at the office of the Clerk of the Board of Education, until FRIDAY, Aug. 22, 1873, and until 1 o'clock P. M. on said day, for the repairs, painting, &c., of Grammar School Houses Nos. 45 and 55 in said ward. MATTHEW BIRD,
Chairman Board of School Trustees, Sixteenth Ward.

Plans and specifications for all of the above-named work may be seen at the office of the Superintendent of School Buildings, No. 146 Grand-st., third floor.

Two responsible and approved sureties, residents of this City, will be required from the successful bidders. Proposals will not be considered unless sureties are named.

The name of the party offering a proposal must be put on the outside of the envelope containing said proposal.

The trustees reserve the right to reject any or all of the proposals offered.

Dated New-York, Aug. 7, 1873.

ARMY SUPPLIES.

OFFICE PURCHASING AND DEPOT C. S.,
OMAHA, Neb., July 28, 1873.

SEALED PROPOSALS, in duplicate, will be received until 11 o'clock A. M., on MONDAY, the 8th day of September, 1873, for furnishing the Subsistence Department, United States Army, the following stores, delivered at the United States Subsistence store-house in Omaha, or at the usual places of delivery in Chicago or St. Louis, by the 25th of September, 1873, viz.:

100	bbls. Mess Pork.
130,000	pounds Bacon, short clear sides, in gunnies.
70,000	pounds Beans, choice white, hand-picked, in barrels.
11,000	pounds Peas, split, in barrels.
24,000	pounds Rice, in barrels.
2,600	pounds Hominy, (grits,) in barrels.
2,600	pounds Hominy, (coarse,) in barrels.
89,000	pounds Coffee, green Rio, in double sacks.
166,000	pounds Sugar, equal in quality to Stuart's "C," in barrels.
9,000	gallons Vinegar, whisky, (requiring thirty-five grains of bi-carbonate of potassa to neutralize one fluid ounce,) in new, full-hooped oak barrels, with one iron hoop on each end, heads and iron hoops painted, and bungs capped with tin.
17,000	pounds Candles, adamantine, full weight, sixes or eights, in boxes, strapped.
40,000	pounds Soap, hard and dry, free from adulterations, in boxes, strapped.
44,000	pounds Salt, fine grain, clean and dry, in bright barrels.
2,225	pounds ground Black Pepper, free from adulterations, in full weight four-ounce papers, packed in boxes strapped, containing 25 pounds net.

Proposals for delivery at Omaha must be addressed to the undersigned at Omaha, Neb.; for delivery at Chicago, to Major R. Macfeely, C. S., at Chicago, Ill.; for delivery at St. Louis, to Capt. C. B. Penrose, C. S., at St. Louis, Mo.

Bidders are especially requested to address their bids to the proper officer; i. e., to the Commissary on duty where they propose to deliver stores.

Cooperage must be of the best kind, and every package must be in first-rate shipping order. Actual tare at the time of delivery is required.

Samples (meats excepted) must accompany proposals, and be referred to therein. Freight on samples must be pre-paid.

Proposals will be received subject to the usual conditions, heretofore published.

Blank proposals and further information will be furnished upon application to any of the Commissaries named. J. W. BARRIGER,
Brevet Brigadier General and C. S.

PROPOSALS FOR SEA-WALLS

DREDGING IN BOSTON HARBOR, FILLING A PARCEL OF SOUTH BOSTON FLATS, AND FOR THE PURCHASE OF SUCH PARCEL.

COMMONWEALTH OF MASSACHUSETTS,
OFFICE OF THE BOARD OF HARBOR COMMISSIONERS,
No. 8 PEMBERTON-SQUARE, BOSTON, July 17, 1873.

SEALED PROPOSALS will be received at this office until WEDNESDAY, Aug. 20, 1873, at 12 o'clock noon, for inclosing with sea-walls and filling a parcel of the Commonwealth's flats in South Boston, situated at the junction of the main and Fort Point Channels, in Boston Harbor, bounded south-west by flats of the Boston Wharf Company, and south-east by flats sold to the Boston and Albany Railroad Company, and containing about 1,000,000 square feet, more or less, as follows:

1. For about 700 lineal feet of light sea-wall on Fort Point Channel.
2. For about 1,300 feet of heavy sea-wall on Fort Point Channel and the main channel.
3. For filling said parcel to grade 13, with material dredged by the contractor from the mouth of Fort Point Channel and from a portion of Boston Harbor, which is to be dredged uniformly to a depth of twenty-three feet at mean low water.
4. For filling said parcel with good clean gravel from grade 13 to grade 16.
5. For the whole work of building said sea-walls and filling said parcel, as aforesaid, on or before Oct. 1, 1876.

The above work must be done according to plans and specifications to be seen or furnished at this office between the hours of 9 o'clock in the orenoon and 12 o'clock noon.

The contractor will be required to give a satisfactory guarantee that he will execute a contract according to his proposals, and to give satisfactory bonds for the faithful performance of his contract.

The Legislature of Massachusetts has appropriated four hundred thousand dollars toward the above specified sea-walls and filling, but no contract will be made binding the Commonwealth for any more of said work than can be paid for by appropriations of the Legislature, under the laws of the Commonwealth.

PROPOSALS FOR PURCHASE.

Sealed proposals will be also received as aforesaid for the purchase of the whole or any portion of said parcel of flats for cash, the purchaser to build said sea-walls and do said filling according to said plans and specifications, and to perform all the obligations of the Commonwealth to the City of Boston in relation to said parcel under the indenture of four parts made between the said Commonwealth, the Boston and Albany Railroad Company, the Boston Wharf Company, and the City of Boston, dated June 23, 1873.

The right to reject any and all proposals is reserved by the Board of Harbor Commissioners, and their acceptance is subject to the approval of the Governor and Council.

Proposals must be indorsed "Proposals in relation to the South Boston Flats," sealed up and directed to the Chairman of the Board.

For the Board of Harbor Commissioners,
JOSIAH QUINCY, Chairman.

PROPOSALS FOR HEAD-STONES FOR NATIONAL MILITARY CEMETERIES.

WAR DEPARTMENT,
QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, June 27, 1873.

Proposals are invited for furnishing head-stones for the National Military Cemeteries, as prescribed by the law of 3d March, 1873, of which the following is an extract:

* * * * *

Provided, that the head-stones required by an act entitled "an act to establish and protect National Cemeteries," approved Feb. 22, 1867, and the act amendatory thereof, approved June 8, 1872, shall be of durable stone, and of such design and weight as shall keep them in place when set, and the contract for supplying the same shall be awarded by the Secretary of War, after sixty days' advertisement in ten newspapers of general circulation, to some responsible person or persons whose samples and bids shall in the greatest measure combine the elements of durability, decency, and cheapness; and the sum of $1,000,000 is hereby appropriated for said purpose out of any money in the Treasury not otherwise appropriated; and the Secretary of War shall first determine for the various cemeteries the size and model for such head-stones, and the standards of quality and color of the stone to be used, and bids shall be made and decided with reference thereto; and contracts may be made for separate quantities of such head-stones; and the contracts made under this act shall provide for furnishing and setting all the said head-stones, and shall not in the aggregate exceed the sum hereby appropriated.

* * * * *

The total number to be furnished is estimated at 253,088. For the known, 147,694; for the unknown, 105,394.

Specifications, describing in detail the standard fixed by the Secretary of War, can be had on application by letter to this office, where also a specimen will be placed on exhibition within a few days.

The proposals should be in sealed envelopes, marked "Proposals for Head-stones for National Military Cemeteries," and addressed to the Quartermaster General of the Army, in whose office they will be opened, in the presence of bidders, on Saturday, September 6, 1873, commencing at 11 o'clock, A. M.

By order of the Secretary of War,
M. C. MEIGS,
Quartermaster General, Brevet Maj. Gen. U. S. A.

PROPOSALS FOR FURNISHING GRANITE stones to build sixteen (16) arches, (more or less,) of New Pier, No. 1 North River.

Sealed proposals for this work will be received at the office of the Department of Docks, until 12 o'clock, noon, of FRIDAY, Aug. 15, 1873, at which time the bids will be publicly opened and read.

The engineer's estimate of the material to be furnished is as follows:

640 Voussoirs, or arch stones, averaging from 6 to 16 cubic feet each.
Total....6,298.24 cubic feet.
483 Spandrel Stones, averaging from 3 to 23 cubic feet each. Total 6,810.56 cubic feet.
64 stones furnished in the rough....4,046.60 cubic feet.

The time allowed for the fulfillment of the contract is to the 1st day of December, 1873.

Blank forms of proposals and plans of the proposed work can be obtained by application at the office of the department.

For further particulars see *City Record.*

UNITED STATES ENGINEER OFFICE, ARMY BUILDING,
NEW-YORK, Aug. 12, 1873.

PROPOSALS WILL BE RECEIVED AT this office until noon of the 1st day of September, 1873, for the removal of the wrecks of three blockade-runners sunk in Charleston Harbor, S. C., during the war.

For further information apply to the undersigned,
Q. A. GILLMORE,
Major of Engineers, Brevet Major General U. S. A.

NEW PUBLICATIONS.

KINDERGARTEN MESSENGER, A MONTHly journal of twenty-four pages, edited by ELIZABETH P. PEABODY. Devoted to introduction of the Kindergarten in America.

Subscription price $1 per annum, payable in advance to the editor, Cambridge, Mass.

INSTRUCTION.

MRS. GEO. VANDENHOFF.

BOYS' SCHOOL.

Mrs. George Vandenhoff will open her boarding and day school for BOYS, at NO. 106 WEST 42D-ST., close to RESERVOIR PARK, Sept. 18. Number of boarding pupils limited to EIGHT. All the pupils will have the advantage of Mrs. Vandenhoff's personal instruction in ELOCUTION and in the correct and elegant speaking and writing of the English language, as well as in geography, history, and the English department generally. Latin, French, German, mathematics, &c., will be taught by competent masters.

School hours from 9:30 A. M. to 2:30 P. M.

Applications may be made personally or by letter to
MRS. GEO. VANDENHOFF,
No. 106 West 42d-st.

AMENIA SEMINARY, AMENIA, N. Y.—A FAMily boarding-school. On the Harlem Railroad, eighty-five miles from New-York. Full courses of seminary instruction, with preparation for college or business. Personal care in study, habits, and health.
Terms, $360 per year.
Fortieth year begins Sept. 15.
S. T. FROST, A. M.

PENNSYLVANIA MILITARY ACADEMY,

CHESTER, PENN.—(FOR BOARDERS ONLY.)

Session opens WEDNESDAY, Sept. 10. Location elevated and healthful; grounds ample; buildings handsome and commodious; course of studies extensive; thorough instruction in Civil Engineering, the Classics, and English: careful oversight of the morals and manners of Cadets. For circulars apply to
Col. THEO. HYATT, President.

KINDERGARTEN.

MISS HAINES
and
MLLE. DE JANON

Respectfully announce that they will continue under the same teacher the kindergarten so successfully established last year, with the addition of an intermediate class and a class for training kindergarteners. Applications can be made personally or by letter, No. 10 Gramercy Park.

MADAME O. da SILVA

AND

MRS. ALEX. BRADFORD'S

(formerly Mrs. OGDEN HOFFMAN'S) English, French and German Boarding and Day School for young ladies and children, No. 17 West 38th-st., New-York, reopens Sept. 24. Application may be made by letter or personally as above.

AN ENGLISH AND FRENCH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,

COTTAGE HILL, TARRYTOWN, N. Y.

Established A. D. 1860. Reopens Sept. 24. An advanced and finishing course in all departments, providing the best opportunities of European and home schools. Address
Rev. GEO. T. RIDER, A. M., Principal.

MRS. SYLVANUS REED'S

ENGLISH, FRENCH, AND GERMAN
BOARDING AND DAY SCHOOL
FOR YOUNG LADIES AND CHILDREN,
NOS. 6 AND 8 EAST 53D-ST.,
Central Park, (between 5th and Madison avs.,)
NEW-YORK.

Sleeping-rooms to single occupants when desired.
The tenth school-year will begin Sept. 24, 1873.
LETTERS AND APPLICATIONS TO BE SENT TO THE ABOVE ADDRESS.

WALNUT HILL SCHOOL,

GENEVA, N. Y.

A first-class boarding school for boys. Pupils can be admitted at any time, and, if it is desired, may remain throughout the school year. Terms, $300 per annum. Circulars will be sent to those desiring information.
THOS. D. REED.

MISS COMSTOCK,

Reservoir Park, near 5th-av., New-York.

Primary, Progressive, and Finishing Ladies' School. Fall term commences Sept. 24; boarding pupils, sixteen; single rooms and school carriage, if desired. Circulars mailed on request. Personal information at the institution, Nos. 32 and 34 West 40th-st., Murray Hill.

MRS. GARRETSON,

NO. 58 WEST 47TH-ST., NEW-YORK,
Will reopen her English, French and German Boarding and Day School for young ladies and children
ON WEDNESDAY, SEPT. 24, 1873.
Applications made personally or by letter, as above.

MLLE. TARDIVEL'S INSTITUTE,

No. 25 West 46th-st.

French, English, German, and Latin Boarding and Day School for young ladies and children. Number limited. Regular collegiate course taught. Reopens WEDNESDAY, Sept. 17. For circulars direct as above.

THE MURRAY HILL INSTITUTE.

A BOARDING and DAY SCHOOL for young gentlemen, No. 58 Park-av., between 37th and 38th sts., commences its tenth year Sept. 22. Circulars sent on application to REV. JOSEPH D. HULL.

WELLS FEMALE COLLEGE,

BANK OF CAYUGA LAKE, AURORA, N. Y.

Academic Department. For catalogue and lecture course address M. M. CARTER, Vice-President.

MISS BALLOW'S

ENGLISH AND FRENCH SCHOOL FOR YOUNG LADIES AND CHILDREN, No. 24 EAST 22D-ST., will reopen on WEDNESDAY, Sept 24.

RYE SEMINARY, RYE, N. Y.

The next session will commence Sept. 17. The course of instruction is extensive and thorough. For particulars apply to the Principal, Mrs. S. J. LIFE.

GERMAN-AMERICAN INSTITUTE FOR Young Ladies, Gentlemen, and Children, Nos. 367, 369, and 371 West 23d-st.—Fourteen experienced instructors. German, English, and French thoroughly taught. Latin or Spanish optional. Special attention given to German studies of Anglo-American pupils. Kindergarten, boarding-school for boys. Fifteenth school year begins TUESDAY, Sept. 9.
FEODOR THURM, Principal.

MERVIEW ACADEMY, BABYLON, LONG ISLAND.—Established 1866.—Miss Gannon's English, French, and German Home Academy for Young Ladies, and Conservatory of Music, will reopen for the reception of pupils on MONDAY, Sept. 8. Miss Gannon is assisted in the musical department by her niece, Miss Louisa Eckstein, the celebrated pianiste from London. Terms $280 per annum. Location healthy and pleasant.

PACKARD'S BUSINESS COLLEGE, METHodist Building, No. 805 Broadway, New-York, will open (after a brief vacation) on MONDAY, Sept. 1, at 9 o'clock A. M.

Those desiring to arrange for seats will do well to call at the office before the 30th of August. First come best served. S. S. PACKARD, President.
CHAS. CLAGHORN, Secretary.

NAZARETH HALL.—REUNION OF GRADUATES on the 25th of September next, in commemoration of the Eighty-ninth anniversary of the foundation of the school. All former pupils are requested to send their present addresses without delay to Rev. EUGENE LEIBERT, Principal, Nazareth, Northampton County, Penn.

GREYLOCK INSTITUTE, SOUTH WILLIAMStown, Berkshire County, Mass.—Established by present Principal, 1842. A family school for boys, with English, Scientific, and Classical Departments. School year opens Aug. 27. For catalogues, address
BENJ. F. MILLS, A. M., Principal.

CIVIL AND MECHANICAL ENGINEERING at the Rensselaer Polytechnic Institute, Troy, N. Y.—Instruction very practical. Advantages unsurpassed in this country. Graduates obtain excellent positions. Reopens Sept. 17. For the Annual Register, containing improved course of study and full particulars, address Prof. CHARLES DROWNE, Director.

ROCKY DELL INSTITUTE, LIME ROCK, Conn.—Family School for Boys.—Location retired and healthful; accommodations ample and superior; instruction thorough; discipline mild and parental; next term begins Sept. 17. Address
J. H. HURLBURT, Principal.

CLAVERACK COLLEGE AND HUDSON River Inst. for both sexes; fine grounds; 167 furnished rooms; 20 instructors; 11 departments; 120 classical pupils; large gymnasium and drill hall. Special advantages in all departments. Term opens Sept. 8.
Rev. ALONZO FLACK, A. M., Prest., Claverack, N. Y.

TRINITY COLLEGIATE AND PREPARATORY SCHOOL for Boys, at Sing Sing, N. Y., superintended by Rev. G. W. Ferguson, M. A., Rector, and by A. H. Austin, Principal, who receives a limited number of boarders, at moderate and inclusive charges. For prospectus apply to the Principal.

HASTINGS INSTITUTE, A FAMILY BOARDing school for twelve boys. Home comforts; eighteen years' experience; small classes; references first-class; $400 per annum. Address O. WINTHROP STARR, Hastings on Hudson, Westchester County, N. Y.

THE HOME INSTITUTE, NYACK, N. Y.—Boarding and Day School for young ladies and children will open, Sept. 1, on Clinton-st., second door from 1st-av., Mr. Doran Smith's late residence.
D. P. LEE, Principal.

EDWARD'S-PLACE FAMILY SCHOOL FOR Boys, Stockbridge, Mass.; known for 20 years; send for circular; Fall term begins Sept. 17. F. HOFFMANN, Prin. and Prop. P. B. PIERCE, successor to J. Reid, Jr.

HOME INSTITUTE, TARRYTOWN, N. Y.—AN English and French Boarding and Day School for young ladies and children, combining thorough instruction with home care and training, will reopen Sept. 10. For circulars, address Miss M. W. METCALF, Principal.

CHAPPAQUA MOUNTAIN INSTITUTE.—A boarding school for both sexes under the care of the Society of Friends; full term commences 9th month, 8th, 1873. Address S. C. COLLINS, Principal,
Chappaqua, N. Y.

GROVE HALL, NEW-HAVEN, CONN.—SCHOOL FOR YOUNG LADIES—Established 1820.—Next term commences Sept. 24. Apply for circulars and information to Prof. O. P. HUBBARD or EDWARD A. KINGSLEY, M. A., Principal.

BOYS' HOME AND SCHOOL.—FALLEY SEMinary, Fulton, Oswego County, N. Y., reopens 1st September, combining the facilities of a complete education with the advantage of a Christian home. Address Rev. JAMES GILMOUR.

BAY VIEW INSTITUTE, BABYLON, LONG Island.—Fourth annual session commences Sept. 8; English, classical and commercial; thorough work, salutary discipline, a pleasant home.
L. HOMER HART, Principal.

OREAD INSTITUTE FOR YOUNG LADIES, Worcester, Mass. Send for catalogue. H. R. GREENE, A. M., Principal.

MME. BOORAEM'S SCHOOL WILL OPEN Sept. 2. For circulars, apply to Mme. BOORAEM, Brookfield Centre, Conn.

A SELECT SCHOOL FOR YOUNG LADIES at Poughkeepsie, N. Y. Address
Mrs. C. W. BOCKEE, Principal.

DR. SACHS' CLASSICAL SCHOOL FOR boys, No. 53½ West 32d-st., reopens Sept. 15; German a specialty.

RURAL HIGH SCHOOL, CLINTON, N. Y.—A boarding school for boys. References exchanged. Send for circular. A. P. KELSEY, Principal.

CHARLIER INSTITUTE FOR YOUNG GENTLEmen, Nos. 126 and 128 East 24th-st., will reopen Sept. 22—Boarding and Day School.

DULL BOYS WAKED UP AND SET A-GOING AT Yonkers Military Institute. Box 654 Yonkers, N. Y.

THE MISSES GRAHAM, SUCCESSORS OF THE Misses Green, will reopen their school for young ladies at No. 1 5th-av., first house from Washington-square, on THURSDAY, the 25th of September, 1873.

AN ENGLISH AND CLASSICAL BOARDING School for five boys; small day school, good home, moderate terms. M. OAKEY, Jamesburg, N. J.

MISS F. B. PRIEST'S SCHOOL, NO. 229 East 19th-st., will reopen TUESDAY, Sept. 23.

INSTRUCTION.

MLLE. ROSTAN'S

ENGLISH AND FRENCH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
No. 31 West 52d-st., near 5th-av. and Central Park.

Will reopen WEDNESDAY, Sept. 24; a thorough English course with unsurpassed facilities for acquiring a practical knowledge of the French and other modern languages; home comforts and home privileges are the distinguishing features of this school; the musical department under the direction of Prof. S. B. MILLS, and other instructors of acknowledged talent, offers peculiar advantages to those who desire to make music a special study. All communications to be addressed as above till Sept. 1, when Mlle. ROSTAN will be at home to receive applications herself.

MOUNT PLEASANT

MILITARY ACADEMY,

A SELECT BOARDING SCHOOL FOR BOYS AT SING SING, ON THE HUDSON.

The course of instruction embraces the following departments: Classical, modern languages, elementary, mathematical, English studies, and natural science. Classes are also formed in music, drawing, fencing, and elocution.

A thoroughly organized military department, riding school, with well-trained horses, gymnasium, &c.

Will reopen TUESDAY, Sept. 16.
BENJAMIN & ALLEN, Principals,
Sing Sing, N. Y.

STAMFORD MILITARY INSTITUTE,

Established 1850.

A family school for boys; earnest teaching, faithful discipline; location healthful, beautiful and only one hour from New-York City; a safe, happy, Christian home.

Send for Catalogue with full details and references.

W. C. WILLCOX, A. M.,
CAPT. W. A. FLINT, } Principals,
Stamford, Conn.

D'AERTS INSTITUTE.

Miss M. A. E. PHILLIPS' Boarding and Day School for young ladies has removed to the larger and more elegantly-arranged building, No. 28 East 50th-st., (between Madison and 5th avs.,) near Central Park, where a select number of pupils, limited to fourteen, will be received into the family and enjoy the privileges of a refined and beautiful home. References: Rev. Samuel Hanson Cox, D. D., LL.D., Rev. Henry Ward Beecher, Rev. Ferd. C. Ewer, D. D., and many others. A Kindergarten Department for little children. Application may be made by letter or personally, as above.

GARDNER INSTITUTE,

NO. 620 5TH-AV.

English and French Boarding and Day School for young ladies.

Fifteenth year opens Sept. 24; all collegiate course; Number of family pupils limited.

Rev. Dr. and Mrs. C. H. GARDNER, Principals.

H. C. SYMONDS

WILL REOPEN HIS SCHOOL FOR BOYS,
AT SING SING, N. Y.,
SEPT. 3.

REMOVAL.

Miss STEERS' English, French, and German Boarding and Day School for young ladies and children, No. 12 East 47th-st., will reopen Sept. 22, 1873. The school carriage will be in attendance for pupils.

COTTAGE HILL SEMINARY,

For young ladies, Poughkeepsie, N. Y. Music and the fine arts a specialty. Opens Sept. 17.
C. C. WETSELL, Principal and Proprietor.

MISS E. J. MACKIE'S

FAMILY SCHOOL FOR YOUNG LADIES,
NEWBURG, N. Y.
For circular, address the Principal.

MME. C. MEARS,

(Assisted by MLLE. L. SEE,)
No. 222 Madison-av., New-York.

English, French and German Boarding and Day School for young ladies and children.

WILL REOPEN SEPT. 22, 1873.

Mme. C. M. will be at home after Sept. 1 to receive her patrons and friends.

MISS HINSDALE

(SUCCESSOR TO MRS. MACAULAY)
WILL REOPEN HER
ENGLISH AND FRENCH
BOARDING AND DAY SCHOOL
FOR YOUNG LADIES AND CHILDREN,
NOS. 275 AND 277 MADISON-AV.,
ON TUESDAY, SEPT. 23, 1873.
Application may be made as above.

YONKERS MILITARY INSTITUTE,

A BOARDING-SCHOOL
for making boys intelligent, healthy, Christian MEN.
ESTABLISHED 1854.
Earnest teaching. Common-sense management.
BENJ. MASON, Box No. 654 Yonkers, N. Y.

MRS. FREDERICK JONSON,

AND

MISS AGNES L. JONES.

Will reopen their English, French, and German Boarding and Day School for young ladies and children, at No. 13 East 31st-st., on THURSDAY, Sept. 25.

MACGREGOR HALL,

FLUSHING, LONG ISLAND.

A Family and Day School for young ladies; will reopen TUESDAY, Sept. 16.
Address Miss M. MACGREGOR, Principal.

THE MISSES HAYWARD'S

English and French Boarding and Day School for young ladies and children, No. 523 Monroe-av., near Jefferson Park, Elizabeth, N. J., reopens Sept. 17. Application may be made personally, or for circulars, as above.

MORRIS FEMALE INSTITUTE,

MORRISTOWN, N. J.,

offers to twenty-five boarding pupils superior educational advantages, and the choicest home accommodations.
C. G. HAZELTINE, A. M., Principal.

LESPINASSE

FORT WASHINGTON FRENCH INSTITUTE
FOR YOUNG LADIES.

French, language of the school. Opens Sept. 22. Circulars at BRENTANO'S Book-store, No. 33 Union-square, and LESPINASSE & FRIEDMANN, No. 12 Pine-st.

MRS. WILLIAMS,

NO. 26 WEST 39TH-ST.,

will reopen her English and French Boarding and Day School for young ladies and children on Sept. 25, 1873. Address as above, by letter, until Sept. 10.

MOHEGAN LAKE SCHOOL

FOR BOYS, NEAR PEEKSKILL, N. Y.
CHARLES D. MORRIS, Principal.
Reopens Sept. 16.

JACKSON MILITARY INSTITUTE,

Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

TARRYTOWN, ON HUDSON.

IRVING INSTITUTE—School for Boys. Address
ARMAGNAC & ROWE, Principals.

SEABURY SEMINARY, NO. 125 WEST 42D-st., near Reservoir Park.—Commences Sept. 20; seventh successful year; a thorough classical English and French boarding and day school for young ladies and children; French spoken; also separate school for boys, under immediate charge of principal and first-class masters; three departments, senior, junior, and kindergarten; modern and ancient languages, drawing, painting, music, by professors; *no charge without adequate improvement;* highest references. Apply to Senior Principal, Mrs. FROST, No. 125 West 42d-st.

MONTROSE CLASSICAL AND MILITARY School, South Orange, N. J.—One hour from New-York by the Morris and Essex Railroad; an eligible and efficient school for boys, with modern improvements; spacious drill-room, armory and equipments; reopens Sept. 16. Rev. Dr. WILEY, Principal; J. W. MILEY, instructor in mathematics and Upton's tactics, with competent instructors also in French, German and drawing. Terms, $500 per annum and no extras.

MLLES. CHARBONNIER'S FRENCH Protestant Boarding and Day School for Young Ladies, No. 36 East 35th-st., (formerly No. 42 Avenue du Roule, Neuilly, Paris,) will reopen Sept. 23. Apply by letter till Sept. 1, when Mlles. CHARBONNIER will be at their school in New-York.

MISS WHITCOMB'S ENGLISH AND FRENCH Boarding and Day School for young ladies and children, No. 82 Pierrepont-st., Brooklyn Heights, N. Y., will reopen on WEDNESDAY, Sept. 17, 1873. Address as above for circular.

SEWARD INSTITUTE FOR BOYS, FLORIDA, Orange County, N. Y.—$300 a year, pays for board, tuition, fuel, light, &c., in this well-known Institution. Number of pupils limited to thirty-five.
T. G. SCHRIVER, A. M., Principal.

MADISON CLASSICAL INSTITUTE.

A boarding-school for boys, opens Sept. 1 at Madison, N. J. JAMES SHIER, M. A., Principal.

FOR BOYS.—MANSION-SQUARE INSTITUTE, Poughkeepsie, N. Y.; a first-class boarding-school; grounds extensive; uniform, dark blue; daily gymnastic drill. Reopens SEPT. 17. Address H. S. JEWETT, A. M., Principal.

FLUSHING (N. Y.) INSTITUTE.—BOARDING school for boys. Begins September 9.
E. A. FAIRCHILD,
A. P. NORTHROP.

HUDSON YOUNG LADIES' SEMINARY, HUDSON, N. Y.—The Autumn term begins Sept. 8, 1873; a native French teacher resides in the family; terms, $300 per annum. Misses PEAKE, Principals.

A FEW YOUNG LADIES, AS BOARDING pupils, are received by the Misses BUCKNALL, at their suburban residence New-Brunswick, N. J. The ensuing school year will commence Sept. 18.

FEMALE COLLEGE, BORDENTOWN, N. J., continues to furnish the best educational advantages at reasonable rates. Address
Rev. JOHN H. BRAKELEY, Ph. D., President.

MAPLEWOOD INSTITUTE FOR YOUNG LADIES, Pittsfield, Mass.—Known for thirty years for its superior facilities and rare beauty of location.
Rev. C. V. SPEAR, Principal.

MRS. MARY RODGERS GRIFFITTS WILL reopen her French and English Day School for young ladies and children, at her new residence, No. 23 West 48th-st., on MONDAY, Sept. 29.

NEW-YORK SCIENTIFIC SCHOOL AND Military Academy, Peekskill, on the Hudson.—Reopens first Monday in September.
Z. S. SEARLE, Principal.

REV. D. A. HOLBROOK'S MILITARY SCHOOL, AT SING SING, N. Y.
Reopens Sept. 11, 1873.

PELHAM INSTITUTE.—SCHOOL FOR BOYS opens Sept. 8. Address S. PELHAM, Poughkeepsie, N. Y.

MRS. DOTY'S AND MRS. TRIVETT'S ENGlish and French Boarding and Day School for young ladies and children will reopen Oct. 1, at Astoria, N. Y.

MISS BULKLEY'S BOARDING AND DAY School for Young Ladies, Tarrytown, N. Y., will reopen Sept. 17.

GOLDEN HILL SEMINARY FOR YOUNG Ladies, Bridgeport, Conn. Address
Miss EMILY NELSON.

FREEHOLD INSTITUTE, FREEHOLD, N. J.—A Boarding-school for boys.
Rev. A. G. CHAMBERS, Principal.

A FIRST-CLASS SCHOOL FOR BOYS, AND A good home at Rev. E. B. EMERSON'S,
Stratford, Conn.

NAZARETH HALL BOARDING SCHOOL FOR Boys, at Nazareth, Northampton County, Penn.

RIVERVIEW ACADEMY, POUGHKEEPSIE, N. Y.—Work recommences Sept. 11. Boys, "Fall in."

$200 TO $250 PER YEAR.—HEMPSTEAD INSTITUTE, Long Island. E. HINDS, A. M.

INSTRUCTION.

NEW-YORK CONSERVATORY OF MUSIC,

No. 5 East 14th-st., next to Delmonico's.
BROOKLYN BRANCH,
Nos. 102, 104 and 106 Court-st., near State.
THE FALL TERM
of this popular Music School begins MONDAY, Sept. 1. Private and class instruction in all branches of vocal and instrumental music and modern languages, by the most eminent Professors, at prices within the reach of all.

Patrons are requested to make early application.
SUBSCRIPTION BOOKS OPEN DAILY.

MISS HAINES

AND

MLLE. DE JANON

Will reopen their school for young ladies and children on Wednesday, Sept. 24, and their Kindergarten on Oct. 1. Application can be made personally or by letter, No. 10 Gramercy Park. A punctual attendance of their pupils at the reopening is respectfully requested.

MISS SPRING'S

ENGLISH AND FRENCH DAY SCHOOL

For Young Ladies and Children, will reopen Sept. 26, in the building of the Young Ladies' Christian Association, No. 64 Irving-place, corner of 18th-st. References: Rev. Gardiner Spring, D. D., Rev. Howard Crosby, D. D., Peter Carter, Esq., Ralph Wells, Esq., Arthur B. Graves, Esq., John L. Riker, Esq.

DR. VAN NORMAN'S

Classical, English, French and German, Family and Day School for young ladies and children, Nos. 71, 73, and 75 East 61st-st., Central Park, New-York, will commence its seventeenth year Sept. 25, 1873. For full information send for catalogue. Address
Rev. D. C. VAN NORMAN, LL. D.,
No. 75 East 61st-st.

MISS WALTHER'S

GERMAN BOARDING AND DAY SCHOOL,

For YOUNG LADIES, at COLLEGE POINT, Long Island, will open Sept. 15; French and English taught by native teachers residing in the family. Only a limited number of boarders received.

MRS. JOHN V. B. BLEECKER

WILL REOPEN HER
HOME, BOARDING AND DAY SCHOOL
For Young Ladies and Children,
Sept. 24, 1873, at her residence,
No. 20 East 47th-st., between 5th and Madison avs.

NEWBURG INSTITUTE.

A FAMILY SCHOOL FOR BOYS.
Newburg, N. Y. Write for circular.
HENRY W. SIGLAR,
JOHN MACNIE, } Principals.

MR. YOUNG'S CLASSICAL AND ENGLISH

BOARDING-SCHOOL FOR BOYS.
CHILTON HILL, ELIZABETH, N. J.
Will be reopened Sept. 8.

MISS VAN WAGENEN

Will reopen her Boarding and Day School for young ladies, at No. 13 East 49th-st., on
THURSDAY, Sept. 25.
Address till Sept. 8, Fishkill, on the Hudson.

PEEKSKILL MILITARY ACADEMY,

Peekskill, N. Y., $400 per year. Opens Sept. 10.
Col. CHAS. J. WRIGHT, A. M.,
ROBERT DONALD, A. M., } Associate Principals.

YOUNG LADIES' BOARDING AND DAY SCHOOL, STAMFORD, CONN., Mrs. C. B. RICHARDSON, Principal.—This well-established institution, within little more than an hour's ride of New-York, offers in its course of instruction, and in the qualifications of its teachers, advantages such as are ordinarily only to be obtained in the best Metropolitan schools, and combines with those advantages the healthful surroundings and so moderate a scale of charges as are unattainable in the City. A limited number of pupils only received. References—Bishop Williams, of Connecticut; Rev. Dr. Muhlenberg, Martin Paine, M. D. New-York, and Rev. Mr. Tatlock, Stamford, of whom any information can be obtained till Sept. 15. School begins Sept. 22.

MISS MOORE'S BOARDING AND DAY SCHOOL for young ladies and children, Grove-av., in the town of Harrison, Westchester County, N. Y.

Complete and thorough course in English, French, drawing, music, &c.

All kinds of embroidery taught without extra charge.

Location elevated and healthful; extensive grounds; building handsome and commodious; one hour from New-York by the New-Haven Railroad.

Will reopen Sept. 1, 1873.

BOARDING AND DAY SCHOOL, (GERMAN-AMERICAN INSTITUTE,) at Morrisania, Westchester County, N. Y., will reopen the 1st of September; a limited number of boarders, not over eight, only received; highest references. Circulars will be sent to those desiring information.
WILH. FECHNER, Principal.
MORRISANIA, Westchester County.

ROCKLAND INSTITUTE FOR YOUNG LADIES, Nyack, on Hudson.—The Fall term of this seminary, delightfully situated on the Hudson River, near New-York, will commence Sept. 24. For catalogue and circular, with full particulars, address
Rev. L. DELOS MANSFIELD, President.

COLLEGIATE AND COMMERCIAL INSTITUTE, New-Haven, Conn.—Fortieth year. Preparatory to college, the scientific schools, or business, with systematic and thorough physical training by military drilling, gymnastics, rowing, &c. Catalogues sent on application. WM. H. RUSSELL, Prin.

MISS BRACKETT AND MISS ELIOT WILL reopen their Day and Boarding School for girls from six to twenty-one years of age, WEDNESDAY, Sept. 24, at No. 117 East 36th-st.; number limited; girls prepared for any college or university. At home after Sept. 10.

NORWICH UNIVERSITY.—A MILITARY COLlege, established 1834. Preparatory department. Thorough classical, scientific, and military instruction. Good discipline. Address Prof. CHARLES DOLE, Northfield, Vt. Year 1873-4 opens Aug. 28.

A GOOD HOME; PLEASANT, HEALTHY LOCAtion; solid instruction with a small number and moderate terms. Send for a circular of the Neshanic Institute for boys, Neshanic, Somerset County, N. J.
Rev. P. D. OAKEY, Principal.

MISS H. M. PARKHURST'S HOME SCHOOL for young ladies and children, Newburg, N. Y., will begin its ninth year WEDNESDAY, Sept. 24. Number of pupils limited. French and German spoken in the family.

HIGHLAND MILITARY ACADEMY, WORcester, Mass., fits boys and young men for common and scientific pursuits. Its superior merits stated in circular. C. B. METCALF, A. M., Supt.

MRS. ROBERTS AND MISS WALKER will reopen their English and French day school for young ladies and children, No. 148 Madison-av. on WEDNESDAY, Sept. 23.

SUMMIT INSTITUTE, FRENCH PROTESTANT BOARDING SCHOOL for young gentlemen, will reopen Sept. 15. Address Rev. ADRIEN GORY, B. D., Summit, N. J.

MISS M. F. DUVERNET WILL RESUME HER French, English, and German classes for little and older girls, at her residence, No. 46 West 32d-st., Sept. 15. A limited number of boarders received.

PARENTS WHO WISH A THOROUGH EDUCAtion for their children in Germany, can get information of a respectable house by addressing to Rev. H. A. FRIEDEL, No. 129 Norfolk-st., New-York City.

THE MISSES LANE WILL REOPEN THEIR Boarding and Day School for young ladies and children, at No. 49 West 48th-st., on WEDNESDAY, Sept. 24. Application may be made as above.

MISS S. B. JOHNSON'S BOARDING AND DAY School for young ladies and children, No. 793 Lexington-av., will reopen on THURSDAY, Sept. 25.

A LITTLE BOYS' HOME AND SCHOOL.—No. 77 College-st., Hartford, Conn. For references and circulars, please address Mrs. M. L. READ.

ELIZABETH COLLEGIATE SCHOOL.—A home for boys, Elizabeth, N. J.
REV. J. C. WYCKOFF.

THE BEST RECOMMENDATION—SONS OF former pupils at Yonkers Military Institute.

MILITARY BOARDING SCHOOL, WHITE Plains, N. Y. Principal, O. R. WILLIS, Ph. D.

LAW SCHOOLS.

COLUMBIA COLLEGE LAW SCHOOL.—The sixteenth annual term of this Institution will commence at No. 8 Great Jones-st., corner Lafayette-place, on WEDNESDAY, Oct. 1, 1873. Graduates are admitted to the Bar without further examination. For catalogues or information, as to course of study, &c., address THEODORE W. DWIGHT, Professor, &c.

LAW SCHOOL OF THE UNIVERSITY OF THE CITY OF NEW-YORK, Hon. H. E. Davies, late Chief Justice of the Court of Appeals, President of the Law Faculty.—The next term begins Oct. 6, 1873. For circulars, &c., apply to W. R. MARTIN, Esq., No. 141 Broadway, or D. R. JAQUES, Secretary of Law Faculty, No. 25 Chambers-st.

TEACHERS.

"AM. SCHOOL INST." founded 1855.
Is a reliable and practical Educational Bureau
To aid those who want well-qualified Teachers;
To represent Teachers who seek positions;
To *give* parents information of good Schools;
To sell, rent, and exchange School Properties.
EIGHTEEN years have *proved* it efficient in securing "THE RIGHT TEACHER FOR THE RIGHT PLACE."
J. W. SCHERMERHORN, A. M., Actuary.
No. 14 Bond-st., New-York.

PRIVATE TUITION.—A GENTLEMAN OF LARGE experience in teaching has a few vacant hours for private tuition; would give instruction in exchange for a good room, without board, in a private family; references exchanged. Address INSTRUCTOR, *Times* Up-town Office, No. 54½ West 32d-st.

A LADY FULLY COMPETENT TO INSTRUCT in English branches and music, desires an engagement with a private family as visiting or resident teacher; young children preferred. Address L. L., care of Wm. A. Rowland, Post-office Box No. 555.

PRIVATE TEACHER.—A YOUNG LADY THOROUGHLY competent as a teacher of children, desires pupils for a few hours each day; would teach in two families, if opportunity offered. She has permission to refer to R. A. STANSBURY, Esq., No. 813 Broadway, and can furnish other references as required.

TEACHER.—BY A PARISIAN LADY AS TEACHER of French in a Boarding School; she has experience and the best of City references. Address DUPONT, Box No. 119 *Times* Office.

COPARTNERSHIP NOTICES.

THE COPARTNERSHIP HERETOFORE EXISTing under the firm name of BEGUELIN & BROWN, is this day dissolved by mutual consent, the watch importing and material business being continued by TELL A. BEGUELIN, at No. 71 Nassau-st., corner John-st.
TELL A. BEGUELIN,
CHARLES BROWN.
NEW-YORK, Aug. 11, 1873.

DENTISTRY.

A BEAUTIFUL SET OF TEETH, $8.—SINgle, $1; fillings, $1; extracting with gas, 50c. No. 262 6th-av., 16th and 17th sts. Remember, No. 262.

MARBLE MANTELS.

STEWART'S SLATE MANTELS, MARBLE AND Wood Mantels. Rich and elegant designs at the lowest prices. 220 and 222 West 23d-st., bet. 7th and 8th avs.

SHIPPING.

CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42 latitude, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK

*Cuba, Wednesday, Aug. 13	Samaria, Sat'day, Aug. 16
*Scotia, Wednesday, Aug. 20	Abyssinia, Sat'day, Aug. 23
*Algeria, Wed'day, Aug. 27	Batavia, Saturday, Aug. 30
*Russia, Wed'day, Sept. 3	Calabria, Sat'day, Sept. 6
*Java, Wednesday, Sept. 10	Parthia, Saturday, Sept. 13

Steamers marked thus * do not carry steerage passengers. And every following WEDNESDAY and SATURDAY from New-York. Cabin passage, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms. Steerage, $30, currency. Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF LONDON..........Saturday, Aug. 16, 12 M.
CITY OF NEW-YORK..........Thursday, Aug. 21, 2 P. M.
CITY OF MONTREAL..........Saturday, Aug. 23, 2 P. M.
CITY OF BRISTOL..........Thursday, Aug. 28, 9 A. M.
CITY OF CHESTER..........Saturday, Aug. 30, 10 A. M.
CITY OF ANTWERP..........Thursday, Sept. 4, 2 P. M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $70, $80, and $90, gold, according to accommodation. Round trip tickets at low rates.

STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 33 Broadway.

JOHN G. DALE, Agent.

Or to

O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.

M. J. CREAGH, No. 102 State-st., Boston.

F. C. BROWN, No. 32 South Clark-st., corner Lake-st., Chicago.

WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

CELTIC..........SATURDAY, Aug. 16, at 11:30 A. M.
OCEANIC..........SATURDAY, Aug. 23, at 3 P. M.
REPUBLIC..........SATURDAY, Aug. 30, at 10 A. M.
ADRIATIC..........SATURDAY, Sept. 6, at 3 P. M.

From White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

ANCHOR LINE.

Steamers sail from Pier No. 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY

Anglia.......Sat., Aug. 16	Italia.......Wed., Sept. 3
Trinacria....Wed., Aug. 20	Australia.......Sat., Sept. 6
California....Sat., Aug. 23	Olympia....Wed., Sept. 10
Caledonia....Wed., Aug. 27	Victoria.......Sat., Sept. 13
India.......Sat., Aug. 30	Columbia.......Wed., Sept. 17

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

	Sat. Steamers. Gold.	Wed. Steamers. Currency.
Cabins..........	$75 and $65	$75 and $65
Cabin return tickets, securing best accommodations.	$130	$130

STEERAGE, $30, CURRENCY.

Tickets for passage to or from any sea-port or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.

Drafts for any amount at current rates.

Company's Offices, No. 7 Bowling-green, New-York.

HENDERSON BROTHERS, Agents.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

PEREIRE..........DAURE....Saturday, Aug. 23
ST. LAURENT..........ROUSSAN..Saturday, Sept. 6
EUROPE..........LEMARIE..Saturday, Sept. 20
VILLE DU HAVRE..........SURMONT..Saturday, Oct. 4

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.

First cabin..........$125 | Second cabin..........$75

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to, or returning from, the Continent of Europe, by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent,
No. 58 Broadway.

NOTE.—Railroad tickets between Paris and Vienna at reduced rates.

STATE LINE.

NEW-YORK TO GLASGOW, LIVERPOOL, BELFAST, AND LONDONDERRY.

These elegant new Clyde-built steamers will sail from State Line Pier, Fulton Ferry, Brooklyn, N. Y., as follows:

ALABAMA..........Saturday, Aug. 23
PENNSYLVANIA..........Wednesday, Sept. 3
VIRGINIA..........Wednesday, Sept. 17
GEORGIA..........Wednesday, Oct. 1

And every alternate Wednesday thereafter, taking passengers at through rates to all parts of Great Britain and Ireland, Norway, Sweden, Denmark, and Germany. Drafts for £1 and upward.

For freight or passage apply to

AUSTIN BALDWIN & CO., Agents,
No. 72 Broadway.

Steerage passage office, No. 45 Broadway.

NATIONAL LINE OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Piers Nos. 44 and 47 North River.
TO QUEENSTOWN AND LIVERPOOL.

GREECE, THOMAS......Saturday, Aug. 16, at 11 A. M.
EGYPT, GROGAN......Saturday, Aug. 23, at 3 P. M.
CANADA, WEBSTER....Saturday, Aug. 30, at 9:30 A. M.
SPAIN, GRACE..........Saturday, Sept. 6, at 3 P. M.

FOR LONDON DIRECT.

DENMARK, SUMNER......Thursday, Aug. 14, at 10 A. M.

Cabin passage, $70, $80, $90, currency. Steerage, $29, currency. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol or London, at the lowest rates.

For further information, apply at the Company's office, No. 69 Broadway. F. W. J. HURST, Manager.

FOR LIVERPOOL.

(VIA QUEENSTOWN,)
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from

PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:

IDAHO, Capt. GUARD..........Aug. 20, 3 P. M.
MINNESOTA, Capt. T. F. FREEMAN...Aug. 27, 9:30 A. M.
WISCONSIN, Capt. T. W. FREEMAN.....Sept. 3, 1:30 P. M.
NEVADA, Capt. FORSYTH..........Sept. 10, 8:30 A. M.
MANHATTAN, Capt. JAS. PRICE, JR...Sept. 17, 2:30 P. M.
WYOMING, Capt. MORGAN..........Sept. 24, 8 A. M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to

WILLIAMS & GUION, No. 63 Wall-st.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN, AND CHINA,

VIA PANAMA,
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Aug. 20.—Steamer OCEAN QUEEN, Capt. SEABURY, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ALASKA, Capt. NOLAN, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New-York connect with the Company's steamer touching at San Benito, Tonala, Salina Cruz, and Port Angel. The steam-ship COSTA RICA will leave San Francisco on Aug. 23, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco Sept. 1, 1873, for Japan and China. For rates of passage, freight, and all further information, apply at Company's office on the pier, foot of Canal-st.

H. J. BULLAY, Sup't. GEO. H. BRADBURY, Pres't.

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

SOUTH AMERICA, Capt. TINKLEPAUGH..........Aug. 23
ONTARIO, Capt. SLOCUM..........Sept. 23
MERRIMACK, Capt. WEIR..........Oct. 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
No. 5 Bowling-green, New-York.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar-st.,) for Havana direct, as follows:

Steam-ship COLUMBIA, TUESDAY, Aug. 19.
Steam-ship WILMINGTON, TUESDAY, Aug. 26.
Steam-ship MORRO CASTLE, TUESDAY, Sept. 2.

For freight or passage (having magnificent accommodations) apply to WM. P. CLYDE & CO.,
No. 6 Bowling-green.

D. MCKELLAR, Agent in Havana.
March 31, 1873.

UNITED STATES PASSPORT BUREAU.—United States passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 91 Duane-st., corner Broadway.

SHIPPING.

FOR SAVANNAH, GA.

THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAM-SHIPS

MAGNOLIA, Capt. CHEESEMAN, THURSDAY, Aug. 14, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent,
No. 5 Bowling-green.

MONTGOMERY, Capt. FAIRCLOTH, SATURDAY, Aug. 16, from Pier No. 13 North River, at 3 P. M.

R. LOWDEN, Agent,
No. 93 West-st.

SAN SALVADOR, Capt. NICKERSON, SATURDAY, Aug. 16, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent,
No. 5 Bowling-green.

LEO, Capt. DEARBORN, TUESDAY, Aug. 19, from Pier No. 16 East River, at 3 P. M.

MURRAY, FERRIS & CO., Agents,
No. 62 South-st.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway. | GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,

FOR CHARLESTON, S. C.,
THE FLORIDA PORTS,
AND THE
SOUTH AND SOUTH-WEST.

Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29 North River.

GEORGIA, Capt. CROWELL, Wednesday, Aug. 13.

CHARLESTON, Capt. JAMES BERRY, on Saturday, Aug. 16.

Superior accommodations for passengers.

☞ Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of

JAMES W. QUINTARD & CO., Agents,
No. 177 West-st., (corner of Warren,)
Or WM. P. CLYDE,
No. 6 Bowling-green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of

BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

ATLAS MAIL LINE.

MAIL SERVICE FOR WEST INDIES, HAVANA, VENEZUELA, AND SPANISH MAIN.

The Company's iron screw steamers are appointed to sail as follows: (Loading berth Pier No. 12 North River.)

For Turk's Island and Jamaica,
ATLAS, (new,) Capt. PORTER, Aug. 7.
For Port-au-Prince, Savanilla, and Carthagena,
CLARIBEL, Aug. 9.

For freight and passage apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st.

DIRECT LINE TO HAVANA, PROGRESO AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier No. 3 North River, at 3 P. M., every Thursday.

CLEOPATRA, (Havana only)..........Aug. 14
CITY OF MEXICO, (Havana and Mexico) 12 M., Saturday, Aug. 16.
CITY OF MERIDA, (Havana only)..........Aug. 21

For freight or passage apply to

F. ALEXANDRE & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

STEAM-BOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays included,) at 5 P. M.

From Pier No. 28 North River, foot Murray-st.

The world-renowned steamers

BRISTOL and PROVIDENCE.

Capt. A. G. SIMMONS. Capt. B. M. SIMMONS.

The most direct route to Taunton, Middleboro, Plymouth, New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points of New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st.; Dodd's Express offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.

HALL'S BANDS ENGAGED FOR THE SEASON.

A. P. BACON, Superintendent.

H. H. MANGAM, General Freight Agent.

FOR ASTORIA, HARLEM, MORRISANIA, AND HIGH BRIDGE.

SUMMER ARRANGEMENTS.

STEAM-BOATS MORRISANIA AND HARLEM WILL LEAVE

MORRISANIA—6:05, 7:20, 8:15, 9:20, 10:15, 11:45 A. M.; 1:15, 2:45, 4:15, 5:15, and 6:10 P. M.

FULTON SLIP—7:15, 8:15, 9:15, 10:25, 11:45 A. M.; 1:30, 3:05, 4:15, 5:15, 6:20, and 7:05 P. M. Landing at 8th-st.

All boats connect with steamer Catlin for High Bridge.

C. H. LONGSTREET, Superintendent.

CITIZENS' LINE FOR TROY.

Passage $1 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st., daily, Saturdays excepted, at 6 o'clock P. M., connecting with morning trains on Rensselaer and Saratoga, New-York Central, and Troy and Boston Railroads for all points north, east, and west. The most direct routes to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.

JOSEPH CORNELL, Superintendent.

STEAMER HELEN, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Saturday, 9th...2:00 P. M.	Monday, 11th...6:30 A. M.
Monday, 11th...3:30 P. M.	Tuesday, 12th...6:30 A. M.
Tuesday, 12th...11:30 A. M.	Wed'day, 13th...7:00 A. M.
Wed'day, 13th...12:30 P. M.	Thursday, 14th...7:30 A. M.
Thursday, 14th...1:00 P. M.	Friday, 15th...8:00 A. M.
Friday, 15th...2:00 P. M.	Saturday, 16th...8:30 A. M.
Saturday, 16th...3:00 P. M.	Monday, 18th...6:00 A. M.
Monday, 18th...3:00 P. M.	

STEAMER SEA BIRD, FOOT OF FRANKLIN st., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Friday, 8th......3:00 P. M.	Friday, 8th......7:00 A. M.
Saturday, 9th......3:00 P. M.	Saturday, 9th......7:00 A. M.
Sunday, 10th......8:30 A. M.	Saturday, 9th......7:00 P. M.
Monday, 11th......6:00 A. M.	Sunday, 10th......4:30 P. M.
Tuesday, 12th......7:00 A. M.	Monday, 11th...10:00 A. M.
Wednesday, 13th...7:30 A. M.	Tuesday, 12th...11:00 A. M.
Thursday, 14th...8:00 A. M.	Wednesday, 13...12:00 M.
	Thursday, 14th...12:30 P. M.

DAILY EXCURSION TO GLEN COVE AND SEA CLIFF GROVE.—On and after July 1 steamer ARROWSMITH leaves Pier 36, East River, one slip above Catherine Ferry, daily, (Sundays excepted,) at 9:15 A. M., for Sea Cliff only, and 5 P. M. for Glen Cove, Pavilion Dock, and Sea Cliff, touching at 33d-st. 15 minutes later each trip. Returning from Glen Cove, Pavilion Dock, at 7:04 A. M., and Sea Cliff at 7 o'clock A. M., and 2:30 P. M. Single fare, 35 cents. Freight received during the day until 4:45 P. M.

ALBANY AND TROY $2, SARATOGA $3 50, BY DAY LINE BOATS C. VIBBARD AND DANIEL DREW. Leave Vestry-st. Pier at 8:30 A. M., and 23d-st., north of Erie Ferry, at 8:45, landing at Yonkers, Tarrytown and Nyack, (by ferry-boat,) Milton, Poughkeepsie, Rhinebeck, Tivoli, Catskill, and Hudson, connecting for all points West and North. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Tickets by special cars and baggage checked to Saratoga and Sharon.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays,) at 4 o'clock P. M. All persons are forbid trusting any one on account of these steamers.

W. H. GOODSPEED, Vice President.

SAXTON & SEABURY, Freight Agents, No. 112 South-st.
JUNE 1, 1873.

TOURISTS' ROUTE TO HALIFAX AND THE PROVINCES via new steam-ship FALMOUTH, from Portland. Tickets and information furnished at the office of the FALL RIVER, NORWICH, and STONINGTON LINES. EXCURSION tickets to Halifax and return, $22.

FOR CATSKILL.

THE FLOATING PALACE, NEW CHAMPION, Leaves Franklin-st. every MONDAY, WEDNESDAY, and FRIDAY, at 6 P. M. Propeller ANDREW HARDEN opposite days, at 5 P. M.

REGULAR CONEY ISLAND BOAT.—DAILY Excursions to the Sea-shore. The steamer GENERAL SEDGWICK will leave Christopher-st., N. R., at 9:15 A. M., 12:15, 3:15 P. M.; Franklin-st. at 9:20, 12:20, 3:20; Pier No. 6 N. R. at 9:30, 12:30, 3:30.

EAST RIVER ROUTE TO CONEY ISLAND.—Steamer METAMORA leaves daily, 8th-st., East River, at 9:30 A. M. and 3:30 P. M.; Pier 27 E. R., 9:50 A. M., 12:50 and 3:50 P. M.; Fulton Ferry, Martin's Pier, Brooklyn, 10 A. M., 1 and 4 P. M.

RONDOUT AND KINGSTON—LANDING AT Cozzens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie and Esopus. The steam-boats THOMAS CORNELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 34 North River, daily, at 4 o'clock P. M.

FOR GLEN COVE AND ROSLYN—LANDING at Baylis' Dock, (Fort Schuyler,) Great Neck, Sand's Point, Glen Wood.—Steamer SEAWANHAKA leaves New-York daily, (Sundays excepted,) from Pier No. 24 East River, (Peck-slip,) at 4 P. M., stopping at 33d-st., each way, for passengers only.

AFTERNOON BOAT FOR NEWBURG, Poughkeepsie, Rondout, and Kingston, landing at Cozzens, West Point, Cornwall, New-Hamburg, and Milton, the MARY POWELL, from Vestry-st., Pier No. 39, every afternoon, at 3:30 o'clock.

FORT LEE, PLEASANT VALLEY, AND SHADY SIDE steamers leave daily from Spring-st. at 10 A. M., 2, 5:10, and 7 P. M., landing at 23d-st. ten minutes later. Sunday time from Spring-st., 9:30, 10, and 11 A. M.; 1, 2, and 2:30 P. M., landing at 23d-st. Fare, 15 cents.

FOR STAMFORD AND GREENWICH.—THE beautiful steam-boat NELLY WHITE leaves foot of Market-street every afternoon at 3:30, and 33d-st. at 3:45 o'clock. Returning, leaves Stamford at 7, and Greenwich at 7:35 o'clock A. M.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily, foot of Market-st., East River, at 3:15, and 33d-st. at 3:30 P. M., connecting with the Danbury Railroad; cool, invigorating sail; no dust, and about half railroad fare.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon and 11 P. M.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road.

STEAMBOATS.

STONINGTON LINE

TO BOSTON AND PROVIDENCE.—DAY LINE.

The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daily, (Sundays excepted,) from Pier foot 23d-st., East River, at 2:30 P. M.

Steamer SYLVAN GLEN, from Peck-slip at 2:10 P. M., connects with the RHODE ISLAND, Dry Dock cars from Astor House, Avenue C cars from Chambers-st., and Twenty-third-street cars run direct to above pier.

NIGHT LINE.—Daily, except Sundays, from Pier No. 33 North River, at 5 P. M., steamers STONINGTON and NARRAGANSETT.

Tickets sold at all the principal railroad offices, and state-rooms secured at No. 319 Broadway, corner Thomas-st., and Westcott Express Company's office, No. 785 Broadway, corner 10th-st.; No. 1,302 Broadway, No. 595 6th-av., corner 35th-st.; No. 7 Park-place, and No. 327 Washington-st., Brooklyn.

D. S. BABCOCK, President.

STEAMER RHODE ISLAND,
From foot 23d-st., East River.
EXCURSION
Tickets to Stonington and return same trip for $3.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West, and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South, via "Pennsylvania Air Line," at 8:50 A. M. 3:20 and 9 P. M. Sunday, 9 P. M., and via P. W. and B. R. R., at 9 A. M., 12:30 and 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 8:50, 9, 9:30 A. M., 12:30, 3:20, 4, 5, 7, 8:30, 9 P. M., and 12 night. Sunday, 7, 8:30, and 9 P. M.

For Philadelphia, via Kensington, at 7 A. M., 6:10 P. M. Sunday, 6:10 P. M. Emigrant and 2d class, 7:05 P. M.

For Newark at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:10, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, 8, 8:30, and 9 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 8:30, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 6:10, 7, 8, 8:30, and 9 P. M.

For Rahway, 6, 6:30, 7, 8:10, 9, 9:30, 10 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 10 P. M., and 12 night. Sunday, 5:20, 6:10, and 7 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:30, 4:30, and 6 P. M.

For New-Brunswick, 7 and 8:10 A. M., 12 M., 2, 3, 4:10, 5:20, 6:10, 8:30, 9 P. M., and 12 night. Sunday, 6:10, 8:30, and 9 P. M.

For East Millstone, 8:10 A. M., 12 noon, 4:10, 5:20 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Philipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 4, 5, and 7 P. M.

For Freehold, 7 A. M., 2 and 4 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M., and via boat from Pier No. 1, 3:50 P. M.

Trains arrive as follows: From Pittsburg, 6:50, 10:25 A. M., 6:35 P. M., daily; 5:22, 10:15 A. M., and 3:55 P. M. daily, except Monday. From Washington and Baltimore, via "Pennsylvania Air Line," 6:40 A. M., 4:05 and 9:15 P. M. Sundays, 6:40 A. M.; and via P. W. and B. Railroad 6:40 A. M., 4:35 and 10:13 P. M. Sunday, 6:40 A. M.

From Philadelphia, 5:22, 6:40, 6:50, 10:15, 11:20, 11:55 A. M.; 2:15, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 P. M. Sunday, 5:22, 6:40, 6:50, 10:25, 11:20 A. M.; 3:55, 10:13 P. M.

Ticket-offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant ticket-office, No. 8 Battery-place.

A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY

ALLENTOWN LINE TO THE WEST.

Passenger and Freight station in New-York, foot of Liberty-st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also, with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also, to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing June 30, 1873.—Leave New-York as follows:

4:30 A. M.—News train for Easton, Bethlehem, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Sharon, &c.

6:00 A. M.—Way train for Somerville.

7:00 A. M.—Way train for Flemington, Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.

9:00 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Towanda, Waverly, &c., with through cars to Danville, Williamsport, &c.

10:15 A. M. and 12:00 M.—Way trains for Somerville.

12:50 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:30 P. M.—Way train for Easton, Allentown, and Belvidere.

3:30 P. M.—Way train for Plainfield.

4:00 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.

4:30 P. M.—Way train for Somerville and Flemington.

5:00 P. M.—Way train for Somerville.

5:15 P. M.—Way train for Plainfield.

5:30 P. M.—Evening Express, daily for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.

6:00 and 7:00 P. M.—Way train for Somerville.

7:30 P. M.—(Emigrant)—For Easton.

9:15 and 11:30 P. M.—Way trains for Plainfield.

For Elizabeth at 4:30, 5:30, 6, 6:20, 6:45, 7, 7:30, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M.; 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:45, 8:20, 9:15, 10:30, 11:30, 12 P. M.

R. E. RICKER,
Superintendent and Engineer.

H. P. BALDWIN, General Passenger Agent.

SOUTH-SIDE RAILROAD OF LONG ISLAND.

Trains depart and arrive at Roosevelt and Grand-street Ferries, New-York:

Depart.		Arrive.
8:10 A. M.	Mail for Patchogue, connecting Rockaway and Hempstead....	6:05 P. M.
9:40 A. M.	Rockaway Express..........	6:52 P. M.
10:40 A. M.	Islip Accommodation, connect Hempstead and Rockaway Beach..........	4:30 P. M.
1:40 P. M.	Babylon Acc'n, connect Hempstead and Rockaway Beach..	10:35 P. M.
3:40 P. M.	Babylon Express, connect Hempstead and Rockaway Beach..........	9:45 A. M.
4:10 P. M.	Fire Island and Patchogue Ex.	10:05 A. M.
4:40 P. M.	Patchogue Acc'n, connecting Rockaway and Hempstead....	9:00 A. M.
5:10 P. M.	Hempstead and Rockaway Ex.	8:40 A. M.
5:40 P. M.	Islip Acc'n, connecting Hempstead and Rockaway..........	8:05 A. M.
6:40 P. M.	Babylon Acc'n, connecting Hempstead and Rockaway...	6:46 A. M.
9:30 A. M.	Sundays only, from Bushwick-av. for Patchogue, Hempstead, and Rockaway Beach, arriving at Bushwick at..........	7:00 P. M.

Baggage checked at Roosevelt and Grand-street Ferries, New-York; or South 8th-st., Brooklyn.

L. S. CANFIELD, Superintendent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-St.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield, at 8:05 and 10 A. M. 3 and 8:05 P. M., via Shore Line at 1 and 9:07 P. M.

Trains for New-Haven leave at 7:05, 8:05, (Ex.,) 9:05, 10, (Ex.,) A. M.; 12 M.; 1, (Ex.,) 3, (Ex.,) 3:55, 4:35, and 5:10, (Local Ex.,) 8:05, (Ex.,) 9:07, (Ex.,) P. M.

To South Norwalk at 3:15 (Ex.) and 6:35 P. M.

To Stamford at 10:10 A. M., 2:20, 3:15, 4:45, 5:40, 6, and 7:20 P. M.

The 8:05 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mount Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:05 P. M. via Springfield, and 9:07 P. M. via Providence.

Drawing-room Cars on Day Express and Sleeping-cars on Night Express Trains.

Tickets can be purchased at ticket office of Company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn, who will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depots.

JOHN T. MOODY,
Sup't of N. Y. and N. H. Div.

NEW ROUTE TO BABYLON AND FIRE ISLAND

VIA
FLUSHING AND NORTH-SIDE RAILROAD.

Trains leave Hunter's Point for above places at 9 and 11 A. M. and 2:30, 4, (express,) 5, (express,) 5:30, and 6:30 P. M.

Trains leave Babylon at 6:20, 8:20, (express,) 8:30, 10:32 A. M., and 3:55 and 5:40 P. M.

Time by express train, 1 hour 10 minutes.

Time by accommodation train, 1 hour 30 minutes.

Ferry-boats leave foot of East 34th-st., New-York, fifteen minutes before train time, and leave James-slip, foot of Chambers-st., East River, thirty minutes before train time.

Trains leaving Hunter's Point at 9 A. M. and 4 P. M. connect with boats for Fire Island.

Trains leaving Babylon at 8:20 A. M., and 3:55 P. M. connect with boats from Fire Island.

AUG. 4, 1873. G. H. SHARP, Train Despatcher.

WICKFORD RAILROAD ROUTE TO NEWPORT, R. I.—Leave Grand Central Depot, via New-Haven Railroad at 8:05 A. M. and 1 P. M.

The 1 o'clock train carries drawing-room cars and reaches Newport in seven hours and ten minutes.

THEODORE WARREN,
Superintendent, Newport, R. I.

MACHINERY.

FOR SALE.

One second-hand steam-engine, cylinder 12x24, 25-horse power.

One second-hand "Root" steam-engine; one second-hand "Hoe" steam-engine.

One second-hand "Todd & Rafferty" steam-engine, cylinder 7x18, 12-horse power.

One second-hand tubular boiler.

One second-hand double hoisting-engine.

One second-hand single hoisting-engine.

One second-hand two-flue boiler, 25-horse power.

One second-hand locomotive boiler, 18-horse power.

One second-hand upright tubular boiler, 12-horse power.

One second-hand horizontal tubular boiler, 12-horse power. One second-hand steam-engine and boiler, 15-horse power. Can be seen running.

JAMES BULGER & CO.,
Nos. 45 to 54 North 2d-st., Brooklyn, E. D.

BUSINESS CHANCES.

PARTNER WANTED—WITH $10,000 OR MORE; a young American gentleman preferred, for an established foreign exchange house; best of references given and required. Address, with real name and references, W. K., Box No. 156 *Times* Office.

FURNITURE.

A. KIMBEL & J. CABUS, FURNITURE MANUfacturers and Decorators, will remove from Nos. 928 and 930 Broadway, to their spacious ware-rooms, Nos. 7 and 9 East 20th-st., opposite Lord & Taylor's.

ZERO REFRIGERATOR, WITH WATER-cooler—the best meat, fruit, ice, and health preserver in the world. Refrigerators repaired. Send for book. ALEX. M. LESLEY, No. 224 West 23d-st.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the "Times" Up-Town Office,
No. 54½ West 32d-st., junction Broadway and 6th-av.
And the "Times" West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

A LADY WHO HAS HAD MANY YEARS' experience in managing a large household, desires a situation as housekeeper in a first-class family, or in a ladies' school; highest reference given. Address Mrs. HOOD JENNINGS, Niagara Falls, N. Y.

A NUMBER OF GERMAN SERVANTS, FOR all capacities, capable and trustworthy, constantly found at Nos. 316 and 318 Bowery, entrance on Bleecker-st. MRS. LOWE.

ATTENTION LADIES.—IF YOU WISH FIRST-class help, any capacity, City or country, of all nationalities, apply at WALKER'S, No. 138 6th-av., over drug-store.

CHAMBER-MAID AND WAITRESS.—BY A respectable young American Protestant girl in a private family; has excellent City reference; is willing and obliging; no objection to assist with children; understands her work thoroughly; no objection to the country. Can be seen at 138 6th-av., over drug-store.

CITY AND COUNTRY LADIES WHO WISH TO employ good, faithful women and girls, at moderate wages, can be nicely suited at E. CARROLL'S Agency, No. 69 6th-av., first floor. Twenty-nine years established.

COOK, WASHER, AND IRONER, OR GENeral House-work.—By a competent and reliable woman in a private family; has unexceptionable reference; is a good cook and a thorough laundress; understands her work thoroughly; no objection to the country; understands milk and butter. Can be seen at No. 138 6th-av., over drug-store.

COOK, WASHER, AND IRONER.—BY A REspectable and competent young woman, in a private family; is a good cook and thorough laundress; understands her work thoroughly; is willing and obliging; has excellent reference; has no objection to the country; understands milk and butter. Can be seen at No. 138 6th-av., over drug-store.

COOK.—BY A NEAT INDUSTRIOUS GIRL TO DO cooking, washing and ironing, or general housework; will be found a respectable, intelligent and economizing servant, an excellent washer and ironer; best of references given; City or country. Call at No. 111 Atlantic-st., Brooklyn.

COOK, WASHER AND IRONER.—BY A COMpetent young woman, who will be well recommended by her last employer; makes excellent bread, biscuits, pastries, &c., and is an excellent meat cook in every respect; does washing and ironing first class. Call at No. 138 West 11th-st., corner 6th-av.

COOK.—BY A SCOTCH WOMAN OF THIRTY years, strong, active, and not afraid of work, to cook, wash, and iron; has reference; can make bread, iron white pants and vests equal to a laundress; will go to a good place, City or country, and stay when she gets there. Call at No. 106 6th-av., over blue store.

COOK, WASHER, AND IRONER.—BY A competent young woman, who will be well recommended by her last employer; makes excellent bread, biscuits, pastries, &c., and is an excellent meat cook in every respect; does washing and ironing first class. Call at No. 138 West 11th-st., corner 6th-av.

COOK.—BY A RESPECTABLE WOMAN, AS FIRST-class cook in a private family; understands both French and English cooking, boning, larding, &c.; has good reference; no objection to the country. Apply at Bedell's, No. 340 4th-av.

COOK.—BY A MOST EXCELLENT ENGLISH WOMan as cook; thoroughly understands cooking in all its branches; boning, larding; is an excellent baker, and makes desserts; moderate wages. Call at No. 621 6th-av., between 36th and 37th sts.

COOK, OR COOK AND ASSIST IN WASHING. —By a Protestant woman; very respectable and excellent cook; meats, soups of all kinds, pastry, creams, jellies; good baker; very best testimonials; country or City. Apply at No. 335 4th-av.

COOK, AND TO ASSIST IN WASHING.—By a thoroughly neat and clean woman, who has the best of City references and is perfectly obliging. Call at No. 621 6th-av., between 36th and 37th sts., French Bureau.

COOK, &c.—BY A VERY CAPABLE, NEAT, ENGLISH woman, in a private family, to cook, wash, and iron, or do the general work; is willing to go to the country if desired; can make good bread; has reference. Call at No. 106 6th-av., over blue store.

COOK.—AS FIRST-CLASS COOK FOR HOTEL OR boarding-house; has reference and understands all branches of her work. Apply at No. 106 6th-av., over blue store.

COOK, WASHER, AND IRONER.—BY A REspectable German girl to cook, wash, and iron, or to do general house-work. Call at No. 127 Norfolk-st., first floor, Room No. 1.

COOK.—AS FIRST-CLASS COOK; EXPERT AT ALL kinds of cooking; meats, soups, pastries, desserts, &c.; unexceptionable City references. Call at No. 36 East 40th-st.

COOK, WASHER AND IRONER.—BY A GOOD German girl. Apply at No. 93 Houston-st.

HOUSEKEEPER.—BY A YOUNG LADY AS first-class housekeeper; is an excellent manager. Call at No. 162 West 32d-st.

HOUSEKEEPER.—BY A YOUNG ENGLISH LADY as first-class housekeeper; an excellent manager. Call at No. 162 West 32d-st.

HOUSE-WORK.—BY A BRIGHT, TIDY, ACTIVE young girl who has lately landed; has been used to work at home; can do plain cooking, excellent washing and ironing, and be generally useful in a family, or will take kitchen-maid's place in a private family; well recommended for honest, respectability, &c. Call at No. 138 West 11th-st., corner 6th-av.

HOUSE-WORK, OR COOK, WASHER, AND Ironer.—By a respectable middle-aged Protestant woman in a private family; has good excellent references; is willing and obliging; is a good cook, and a thorough laundress; has no objection to the country. Can be seen at No. 138 6th-av., over drug-store.

HOUSE-WORK.—BY A COMPETENT AND REliable young woman, in a private family; is a good cook and thorough laundress; is willing and obliging; has unexceptionable references; understands her work thoroughly; no objections to the country. Can be seen at No. 138 6th-av., over drug-store.

HOUSE-WORK.—BY A SWEDISH GIRL IN A good family to do the general work; can cook well, and is a good laundress; city or country. Call at No. 106 6th-av., over blue store.

HOUSE-WORK.—BY A RESPECTABLE YOUNG girl to do general house-work in a small private family; good City reference. Call at present employer's, No. 252 8th-av., between 23d and 24th sts.

LADY'S MAID.—BY A GERMAN PROTESTANT young woman, as lady's maid and seamstress; can dress hair, make ladies' and children's clothing, assist with children; speaks French, German, and English; would go to the country; City reference. Apply at A. Pelton & Co.'s, No. 645 6th-av., near 38th-st.

LAUNDRESS.—BY A COMPETENT LAUNDRESS; understands all kinds of ladies' finery and gents' linens; does puffing and fluting; thoroughly understands her business; best City reference. Apply at A. Pelton & Co.'s, No. 645 6th-av.

LAUNDRESS.—BY A RESPECTABLE YOUNG GIRL as thorough laundress; does puffing, fluting, fineries and linens in superior style; best City reference. Call at No. 488 6th-av., fourth floor, back room.

LAUNDRESS.—COUNTRY PREFERRED IN THE Eastern States; best City references given. Call for three days at No. 51 Broad-st., St. Jos. and D. C. R. R. Co.

NURSERY GOVERNESS OR HOUSE-KEEPER. —Teaches English, French, and music; is an excellent house-keeper and manager; understands all kinds of dress-making and family sewing. Any one wanting a useful waiter and reliable help, with the best references, address Heywood, *Times* Up-town Office, No. 54½ West 32d-st.

NURSE.—BY A MIDDLE-AGED WOMAN, FULLY competent in taking charge of an infant from its birth or growing children; is neat and obliging; moderate wages; no objection to the country; can give the best of references. Call at No. 621 6th-av., between 36th and 37th sts.

NURSE.—BY A PROTESTANT YOUNG WOMAN AS thorough infant's nurse; is capable of taking sole charge and of bringing it up by the bottle; excellent City reference given; no objection to the country. Can be seen at No. 109 West 15th-st., rear house, near 6th-av.

NURSE, &c.—BY A WELL-RECOMMENDED GERman girl, to take care of children, or as chambermaid. Call at No. 127 Norfolk-st., first floor, Room No. 1.

NURSE.—BY A FIRST-CLASS NURSE; THOROUGH experience; good reference. Address M. K., Box No. 236 *Times* Office.

SEAMSTRESS.—BY A RESPECTABLE WOMAN as seamstress, and understands hair-dressing and dress-making; no objection to the country or to travel with a family. Call at No. 340 East 21st-st.

WAITRESS.—BY A RESPECTABLE MIDDLE-aged Protestant woman as first-class waitress in a private family; is thoroughly competent and well recommended. Apply at Bedell's, Nos. 340 and 342 4th-av.

WAITRESS.—AS WAITRESS IN A PRIVATE family; understands her business; has eight years' reference; country preferred. Call or address No. 121 West 19th-st., in the rear, for two days.

MALES

COACHMAN AND PLAIN GARDENER—Cook, &c.—By a man and wife, no children; man is a good coachman and groom; also can milk, take care of poultry, cows, and do gardening; wife is a good cook; also a nice washer and ironer, and can do general housework; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A YOUNG MAN FROM ENGland, in the country, as coachman and groom; understands his business thoroughly, and will be found willing and obliging; can give first-class references. Address for two days C. C., *Times* Up-town Office, No. 54½ West 32d-st.

COACHMAN.—BY A FIRST-CLASS MAN, (GERman;) understands the care and management of horses and carriages; is a careful driver; sober, honest, and industrious; best City references from last and former employers. Call or address M. H., Coachman, No. 208 West 32d-st.

COACHMAN AND GARDENER.—BY A REspectable man, aged twenty-two years, who can take care of horses and cattle, drive, do plain gardening, mow lawns, edge walks, milk, &c.; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A RESPECTABLE MARRIED man as coachman and gardener; understands his business thoroughly; six years in his last place; can furnish the best City reference from his last employer. Call or address for two days seed-store, No. 15 John-st., New-York.

COACHMAN AND GARDENER.—BY A GERman Protestant man who is a good driver and groom, and can do plain gardening, milk, mow lawn, tend furnace, and other work about a place; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A PROTESTANT YOUNG MAN as coachman in a private family; understands milking a cow; excellent references. Address, for two days, G. M., Box No. 81 *Times* Up-town Office, No. 54½ West 32d-st.

COACHMAN.—BY A RESPECTABLE MAN AS coachman; is a good, careful driver, and understands horses thoroughly; is willing to do some gardening; has good City and country references. Apply at Bedell's, No. 340 4th-av.

SITUATIONS WANTED.

MALES.

COACHMAN, FARMER, &c.—BY A GERMAN, aged twenty-three years; can take care of and drive horses, do plain gardening, milk, and all parts of farm-work; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A YOUNG MAN, AS COACHMAN and groom, plain gardener, and as a general useful man; will be found efficient, intelligent, and respectful, and well recommended. Call at No. 111 Atlantic-st., Brooklyn.

COACHMAN—COOK.—BY A MAN AND WIFE, without incumbrance; the man as coachman or gardener, the wife as cook or laundress. Can be seen from 10 till 12, Thursday morning, at No. 10 Greenwich-av., opposite Jefferson Market, New-York.

COACHMAN AND GROOM.—BY AN ENGLISHman; will be found a thorough, competent man in every respect; has good City references. Address for two days, W. C., private stables, No. 131 East 18th-st., New-York.

COACHMAN.—BY A FIRST-CLASS COLORED coachman, who thoroughly understands his business, and has excellent reference. Call at or address No. 119 West 23d-st.

COACHMAN.—CAN BE HIGHLY RECOMMENDED for sobriety, honesty, and capability. Call or address P. C., No. 45 West 30th-st.

EMPLOYMENT WANTED BY A SMART, willing, industrious young man; three months landed; can make himself generally useful on a gentleman's place; best reference for same; a home more object than wages. Address for two days, W. Burke, No. 331 West 41st-st.

FARMER, DAIRY, &c.—HOUSE-WORK.—By a respectable married couple; man is experienced in all branches of farm-work, butter, cheese-making, &c.; wife is a good cook, washer, and ironer; can milk, and do all branches of house-work; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

GARDENER AND FARMER.—BY A SCOTCHman who understands all branches of kitchen and flower gardening, green-house, graperies, farm-work, milking, taking care of cattle and horses; driving; has five years' reference from last employer. Can be seen at Carpenter's, No. 138 West 11th-st., corner of 6th-av.

GARDENER.—BY A SCOTCHMAN; MARRIED, NO family, who has had sixteen years' experience as head gardener in two of the finest places on the Hudson; references unexceptionable. Address for two days, Horticulturist, Box No. 230 *Times* Office.

GARDENER.—AS HEAD GARDENER; WIFE would do dairy work; no family; wages not so much an object as a permanent situation; good references. Call or address J. F., care of W. C. Wilson, No. 43 West 14th-st.

WAITER.—BY AN EXPERIENCED FRENCH waiter; speaks English thoroughly; has unexceptionable City reference, which will bear the strictest investigation, as to his abilities and general character. Address H. C., *Times* Up-town Office, No. 54½ West 32d-st.

WAITER.—BY A RESPECTABLE ENGLISHMAN as first-class waiter in a private family; is thoroughly competent and well recommended; no objection to the country. Apply at Bedell's, No. 340 4th-av.

WAITER.—BY AN ENGLISHMAN, AS WAITER IN a private family; good City references. Address A. N., No. 163 East 27th-st.

HELP WANTED.

WANTED AGENTS.—WORTHY THE SPECIAL notice of old and experienced canvassers. Those celebrated steel line engravings, viz: "Cole's Voyage of Life," four beautiful pictures, representing Childhood, Youth, Manhood, and Old Age; now offered by canvassers for the first time. Price reduced to suit the masses; nothing like it ever offered to the American public; extraordinary terms and inducements; full particulars free. Address B. B. RUSSELL, Publisher, No. 55 Cornhill, Boston.

WANTED—MAN AND WIFE; MAN AS COACHMAN and gardener; wife to do general house-work; on the Hudson River, thirty miles from New-York; must have good reference. Apply at No. 602 6th-av., on Friday, from 11 to 12 o'clock.

WANTED—A BLACKSMITH; A SINGLE MAN PREferred. Apply to CHARLES MERRICK, Rossville, Staten Island, N. Y.

WANTED—AN EXPERIENCED INFANT'S NURSE; a Protestant woman. Apply at No. 12 East 35th-st., on Thursday, between the hours of 10 and 1.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against RICHARD W. ROBY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of N. Gano Dunn, Counselor at Law, No. 76 Nassau-street, in the City of New-York, on or before the 20th day of September next.—Dated New-York, the 12th day of March, 1873.

CATHARINE E. ROBY,
EDWARD NAPIER ROBY,
WHITMAN V. WHITE,
Executrix and Executors.

mh13-1aw6mTh*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against HERMAN C. LE ROY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of James Price, No. 200 Hudson-street, in the City of New-York, their place of transacting business, on or before the 18th day of September next.—Dated New-York, the 12th day of March, 1873.

ELIZABETH A. LE ROY,
WILLIAM E. LE ROY,
JAMES PRICE,
Executrix and Executors, &c., of Herman C. Le Roy.

mh13-1aw6mTh*

IN PURSUANCE OF AN ORDER OF ROBert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against CHARLES FOX, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of Vose & McDaniel, Nos. 8 and 10 Pine-street, in the City of New-York, on or before the 15th day of October next.—Dated New-York, the 7th day of April, 1873.

ROSE FOX, Administratrix, and
DAVID FOX and
SIMON FOX,
Administrators of Charles Fox, deceased.

ap10-1aw6mTh*

IN PURSUANCE OF AN ORDER OF ROBert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against ISABELLA ROBERT, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the residence of William J. Haddock, No. 276 West Eleventh-street, in the City of New-York, on or before the 10th day of December next.—Dated New-York, June 3, 1873.

WILLIAM J. HADDOCK, } Executors.
DAVID RAMSEY, }

je5-1aw6mTh*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against AMNON MACVEY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their residence, No. 143 West Tenth-street, in the City of New-York, on or before the 1st day of October next.—Dated New-York, the 25th day of March, 1873.

SUSAN MACVEY, Executrix.
THOMAS J. MACVEY, } Executors.
GEORGE W. MACVEY, }

mh27-1aw6mTh*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against the estate of HAMILTON ARMSTRONG, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of Martin & Morrison, No. 279 Canal-street, in the City of New-York, on or before the 1st day of February next.—Dated New-York, the 30th day of July, 1873.

DOROTHEA ARMSTRONG, Executrix.
PATRICK F. O'BRIEN, } Executors.
EDWARD MARTIN, }

jy31-1aw6mTh*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS S. PAGE, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the residence of Thomas Page, No. 320 West Thirty-second-street, in the City of New-York, on or before the 30th day of October next.—Dated New-York, the 16th day of April, 1873.

MARY PAGE, Executrix.
THOS. PAGE, Executor.

ap17-1aw6mTh*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JAMES MARSH, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his residence, No. 31 Fifth-avenue, in the City of New-York, on or before the 23d day of November next.—Dated New-York, the 21st day of May, 1873.

JAMES MARSH,
Executor.

my22-1aw6mTh*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against DOUGLAS SLOANE, late of the City of New-York, merchant, deceased, to present the same, with vouchers thereof, to the subscriber, at his place for transacting business, No. 655 Broadway, in the City of New-York, on or before the 25th day of October, 1873.—Dated New-York, the 23d day of April, 1873.

ap24-1aw6mTh* JOHN SLOANE, Executor.

AUCTION SALES.

ASSIGNEE'S SALE IN BANKRUPTCY.—The undersigned, assignee of OSCAR A. JOBES, now in bankruptcy, will sell on TUESDAY, Aug. 26, at 10 o'clock A. M., at the store of William Topping & Co., auctioneers, No. 132 Church-st., New-York, the stock of merchandise belonging to the estate of said bankrupt, consisting of a general assortment of gentlemen's furnishing goods, together with show-cases and fixtures.

EDWARD McCONNELL,
Assignee in Bankruptcy.

EDWARD M. BROWN, Auctioneer.

BY BROWN & SECCOMB.—THIS DAY, (Thursday,) Aug. 14, at 11 o'clock, within their store, 100 boxes Menton Lemons, ex steamer

MISCELLANEOUS.

SKIN DISEASES A SPECIALTY.

CHLOASMA—LIVER SPOTS.

Symptoms.—Light, yellow, green, red, or brown spots appear on the face, forehead, neck, breast, and limbs.

ACNE—(PIMPLES, BLACKHEADS.)

Symptoms.—Hard, small pimples, (containing a little matter,) with black points, most numerous on the cheeks, forehead, and nose of both sexes.

The above, and all diseases of the skin, cured by

Dr. J. M. VAN DYKE.

Office, THURSDAY, FRIDAY, and SATURDAY, No. 6 West 16th-st., New-York.

Gazette on Skin Diseases free.

STRICTURE OF THE URETHRA—OFTEN sympathetic of piles and fistula, absurdity of dilation, its rapid cure by the urethrotome. Three type cases, addressed to his private surgical class by EDWARD H. DIXON, M. D., editor of the *Scalpel*, No. 42 5th-av. Inclose 25 cents by post. Office hours from 8 to 9, 1 to 3, and 7 to 9 evening.

COUNTRY BOARD.

COUNTRY BOARD.—AT FARM-HOUSE, SALEM Centre, Westchester County, N. Y. Terms, $8 per week, children $5; healthiest part of the State; good table; fine drives, &c. Apply at No. 251 West 11th-st.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
at the TIMES Up-town Office,
No. 54½ West 32d-st., junction of Broadway and 6th-av.
and the TIMES West-side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

SADDLER'S GOODS.

In large stock including Horse-sheets and Blankets, Fly-nets, whips, English Saddles, Bits, Stirrups and Spurs, Horse-brushes, Carriage-robes and Lap-dusters, Chamois-skins, at HARMER, HAYS & CO.,
No. 72 Beekman-st.

BOARDING AND LODGING.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the Times Up-Town Office,
No. 54½ West 32d-st., junction Broadway and 6th-av.,
And the Times West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

BOARDING IN NEW-YORK CITY.—ONE OF the most desirable places in the City for transient or permanent boarding is at the Home of Health, Nos. 39 and 41 West 26th-st., near Madison-square, between Broadway and 6th-av. Elegant suites and single rooms. Table excellent. Turkish, electric, and other baths.

Board is given with or without rooms and rooms with or without board. Transient boarders or lodgers received at all times, day or night.

NO. 2 WEST 39TH-ST., FIRST HOUSE FROM 5th-av.—Handsomely-furnished suites of apartments, consisting of parlor, three bedrooms, and bath, with private table; also, smaller suites, without private table.

NO. 28 WEST 12TH-ST., NEAR 5TH-AV., WITH board, handsome rooms en suite or singly; house and table first-class; transient parties taken at Summer prices.

CHOICE SUITES OF APARTMENTS WITH or without private table; also, furnished rooms without board and for house-keeping, registered at Everett Library, No. 588 6th-av.

NO. 24 WEST 14TH-ST.—FRONT ROOM, above parlors; gas, hot and cold water; no board; private French family; references exchanged. Apply to Prof. PARRAIN.

NO. 21 WEST 31ST-ST.—VERY PLEASANT rooms, with permanent board, for gentlemen or families. References exchanged.

SUIT OF ROOMS, SECOND FLOOR, WITH board, to a family of adults, and front third story; first-class house; references. No. 58 West 19th-st.

NO. 250 MADISON-AV.—TWO SUITES OF rooms, elegantly furnished, to let to families, with private table; also rooms for single gentlemen.

NO. 138 2D-AV., BETWEEN 8TH AND 9TH STS. —Second story front room to let with board; no children; reference.

NO. 33 WEST 33D-ST.—SUPERIOR BOARD; family and single rooms; also, front hall room.

SUMMER RESORTS.

COZZENS'

West Point Hotel

will remain open until Oct. 1. For particulars address EDWARD COZZENS, West Point, N. Y.

FIFTIETH SEASON.

CATSKILL MOUNTAIN HOUSE.

Open from June 10 to Oct 1.

Twelve miles from Catskill, N. Y. Accessible by the best mountain road in the country. Elevation above the Hudson River, 3,000 feet. View, extending over about 10,000 square miles, unsurpassed for beauty by any in the world. Celebrated for its invigorating atmosphere. Temperature at all times 15 to 20 degrees lower than New-York City. W. U. Telegraph in the hotel.

JAMES E. BEACH, agent at Catskill for CHAS. A. BEACH'S MOUNTAIN HOUSE STAGES AND CARRIAGES, will be in attendance upon the arrival of the trains of the Hudson River Railroad and the boats from Albany and New-York.

CHARLES L. BEACH, Proprietor.

PROSPECT PARK HOTEL,
Catskill, N. Y.,

Will open June 15. House, 250 feet elevation, with extensive grounds of some twenty acres on the Hudson; mountain air; scenery unsurpassed in the world; pleasure grounds, extended and improved; first-class accommodations for 300 or 400 guests; accessible by boat and cars.

Address JOHN BREASTED, Catskill.

SURF HOTEL,
FIRE ISLAND.

Through tickets, and baggage checked, by South-side Railroad trains, leaving South 8th-st., Williamsburg, at 8:30 A. M. and 4:30 P. M.

D. S. S. SAMMIS, Proprietor.

SOUTH ORANGE MOUNTAIN HOUSE, MONTROSE STATION, N. J.—A few rooms, recently vacated, to let, with board, at this popular, first-class hotel; to parties desiring the best of accommodation at one of the healthiest and most accessible hotels near New-York this is a rare chance; sixty minutes from foot of Barclay-st., via Morris and Essex Railroad; thirty-six trains daily.

C. HITZELBERGER, Proprietor.

WAUMBEK HOUSE, JEFFERSON, N. H., WILL be open for the season, June 1; location and scenery unequaled for grandeur and beauty; situated on the side of Mount Starr King—the White, Franconia, and Green Mountain Ranges being in full view; hay fever, catarrh, asthmatic complaints immediately relieved. Send for circulars.

MERRILL & PLAISTED, Proprietors.

JEFFERSON, N. H., May 1, 1873.

WOODSBURG PAVILION, WOODSBURG, Long Island.—This magnificent hotel will be opened June 1. Can be reached by South-side or Long Island Railroad. For terms, &c., address

N. P. SEWELL, Proprietor.

RIVERSIDE HOUSE, 152D-ST., ON THE HUDson.—The best of accommodations at reasonable rates. Applications received for Fall and Winter board. Twenty minutes from Thirtieth-street Depot.

PAULL & DUNCALF.

CROMWELL'S ERIE RAILWAY — TWO hours from New-York; elevation 1,200 feet; mountain air and scenery; a few more can be accommodated. Address CROMWELL'S LAKE HOUSE, Highland Mills, N. Y.

OCEAN HOUSE, SWAMPSCOTT, MASS., NOW open for permanent or transient boarders.

E. N. WARDWELL, Proprietor.

BOARD WANTED.

WANTED.—BY A SINGLE LADY, ONE LARGE room with alcove, or room and hall-room adjoining, with comfortable board, from Sept. 15; would partially furnish, and desires to make an engagement for the year; references required. Address, stating terms, which must be reasonable, "Board," Post-office Box No. 2,896, New-York City.

A YOUNG COUPLE WANT A SECOND-STORY room with board, in a strictly private family; near 34th-st. and Broadway, for $65 per month, from about Sept. 1. Address James, *Times* Up-town Office, No. 54½ West 32d-st.

BOARD WANTED—BETWEEN 14TH AND 23D sts., Broadway and 3d-av.; gentleman, wife, and child; parlor and two bedrooms; must be first class. Address, with price, G. B. M., Post-office Box No. 1,604.

WANTED—UNFURNISHED ROOM, WITH BOARD, for gentleman and wife; private family preferred; location Ninth Ward; best part. Address, terms, PERMANENT, Post-office Box No. 368.

DIVIDENDS.

ADAMS EXPRESS COMPANY,

NO. 59 BROADWAY.

TREASURER'S OFFICE, J. C. BABCOCK, TREASURER, }
NEW-YORK, Aug. 13, 1873. }

The Board of Managers of this Company have declared a Dividend of Two Dollars per share, payable on and after Sept. 1 proximo, to stockholders of record at the closing of the transfer-books.

The transfer-books will be closed from 2 P. M., Aug. 18, to the morning of Sept. 2.

J. C. BABCOCK, Treasurer.

LOUISVILLE CITY SEVEN PER CENT. BONDS.

DUE IN 1903.

Interest payable January and July at Bank of America.

We offer for sale $1,000,000 of these desirable Bonds, and recommend them to investors.

Price, 90 and interest.

CLARK, DODGE & CO.
NORTON, SLAUGHTER & CO.
WM. ALEXANDER SMITH & CO.
HALLGARTEN & CO.

CLEVELAND AND PITTSBURG RAILROAD COMPANY.

The Quarterly Dividend of this Company at the rate of Seven per Cent. per annum, on the new guaranteed stock, will be paid on and after Sept. 1 proximo, at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, New-York.

The transfer-books will close on the 15th inst., and reopen on the 2d of September.

TWENTY-SIXTH DIVIDEND.

OFFICE OF THE GEBHARD FIRE INSURANCE COMPANY, }
No. 141 BROADWAY, NEW-YORK, July 31, 1873. }

THE BOARD OF DIRECTORS HAVE THIS day declared a Dividend of FIVE PER CENT., payable on MONDAY, Aug. 4, 1873.

JOHN R. SMITH, Secretary.

CLEVELAND AND PITTSBURG RAILROAD COMPANY, }
OFFICE OF THE SECRETARY, }
CLEVELAND, July 24, 1873. }

NOTICE IS HEREBY GIVEN, THAT THE Second Mortgage Bonds of this Company, which mature Sept. 1 proximo, will be paid on and after this date upon presentation at the office of the Farmers' Loan and Trust Company, in New-York, with adjustment of interest for unexpired time.

G. A. INGERSOLL, Secretary.

THE TRUSTEES OF THE AMERICAN MANUFACTURING COMPANY have declared a Dividend of Three (3) per Cent. on the capital stock of said Company, payable at their office on and after Sept. 16, 1873.

The transfer-books will be closed for five days from the date hereof.

NEW-YORK, Aug. 12, 1873.

ASHER T. MEYER, Secretary.

OFFICE OF THE STERLING FIRE INSURANCE COMPANY, }
No. 155 BROADWAY, NEW-YORK, Aug. 13, 1873. }

THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of Five per cent., payable on and after MONDAY, Aug. 18, 1873.

J. K. VAN RENSSELAER, Secretary.

THE BOARD OF DIRECTORS OF THE AMERican Coal Company of Allegany County, Maryland, have declared a Semi-annual Dividend of Four per Cent., payable to the stockholders or their legal representatives, on the 10th of September next. The transfer-books will close on the evening of Aug. 30, and reopen on the morning of Sept. 11.

M. A. MYERS, Secretary.

AMUSEMENTS.

ENORMOUS SUCCESS of the VOKES. THE HOUSE CRAMMED to the DOORS nightly by the most refined and elegant audiences. EVERYBODY DELIGHTED.	UNION-SQUARE THEATRE. Proprietor...Mr. SHERIDAN SHOOK Manager..........Mr. A. M. PALMER Begins at 8. SATURDAY MATINEE at 1:30. Carriages may be ordered at 10:30. EVERY NIGHT and at the SATURDAY MATINEE, the inimitable VOKES FAMILY in their new AMERICAN PLAY, FUN IN A FOG, declared by the Press and the public to be the BEST PIECE IN THE VOKES' REPERTOIRE. Preceding which every night the admirable two-act drama, OLD PHIL'S BIRTHDAY. TO AVOID THE CRUSH AT THE DOORS IN THE EVENING SEATS SHOULD BE SECURED IN ADVANCE. Box-office open every day from 8 A. M. to 5 P. M. Places may be secured TWO WEEKS IN ADVANCE. Mail or telegraph orders will receive prompt attention. SATURDAY, AUG. 16, FIRST FUN IN A FOG MATINEE.

WALLACK'S.

Engagement of
Mr.
DION BOUCICAULT.
This eminent comedian
will appear EVERY NIGHT
in his grand emotional play,
in five acts,
MIMI,

in which Miss Kitty Blanchard, Mrs. F. Foster, Miss M. Wells, Miss Vandyke, Mr. W. H. Crisp, Mr. E. Lamb, Mr. B. T. Ringgold, Mr. J. Howson, Mr. Bradley will appear.

The part of
MIMI
by
Miss KATHARINE ROGERS.

Second MIMI MATINEE, Aug. 16.

WOOD'S MUSEUM. J. W. ALBAUGH

ANOTHER GREAT SUCCESS.

EVENING AT 8. The talented artists Mr. and Mrs. J. W. ALBAUGH, in the new drama of WATCH AND WAIT, or THROUGH FIRE.	AFTERNOON AT 2. The young tragedian Mr. E. T. STETSON, in Renault's new society drama, entitled, STRUCK BLIND. STRUCK BLIND

CENTRAL PARK GARDEN.

THEO. THOMAS
UNEQUALED SUMMER NIGHTS' CONCERTS
THIS (Thursday) EVENING, Aug. 14, at 8.
GRAND EXTRA CONCERT.
Admission, 75 cents.
Package tickets not admitted on Thursday evenings.

LOAN OFFICES.

NO. 1,267 BROADWAY, OVER HERALD Branch, Room B.—Parlor for ladies. Branch No. 1,207 Broadway. Money loaned on diamonds, watches, jewelry, &c. Same bought and sold. LINDO BROS.

EXCURSIONS.

NEW-JERSEY SOUTHERN RAILROAD.

FIFTH POPULAR
SUNDAY EXCURSION
OF THE FLOATING PALACE STEAMER
PLYMOUTH ROCK,
LEAVING PIER NO. 28 NORTH RIVER, FOOT OF MURRAY-ST.,
SUNDAY, AUG. 17, 1873, AT 9:40 A. M.,
STOPPING AT SANDY HOOK TO LEAVE PASSENGERS FOR LONG BRANCH.
THENCE OUT ON THE BROAD ATLANTIC.
A TRIP TO SEA
ON SUCH A MAGNIFICENT STEAMER AS THE PLYMOUTH ROCK
IS A LUXURY, INDEED, AND CANNOT OFTEN BE INDULGED IN. IT AFFORDS MAGNIFICENT VIEWS OF THE HARBOR, FORTS, LIGHT-SHIPS, &c., AND AS THIS FLOATING PALACE STEAMS DOWN OUR SOUTHERN COAST, PASSING LONG BRANCH, OCEAN GROVE, SEA GIRT, &c., THE PICTURE IS TRULY BEAUTIFUL.
MUSIC BY KEATING'S CELEBRATED BAND.
THE PLYMOUTH RESTAURANT
OFFERS THE DELICACIES OF THE SEASON.
TICKETS ONLY ONE DOLLAR.

DAILY EXCURSIONS

By the popular steamer
ARROWSMITH,

From Pier No. 36 East River, at 9 and 33d-st. at 9:15 A. M., through the East River and Long Island Sound to

SEA CLIFF GROVE.

Where, besides the unsurpassed facilities for bathing, fishing, boating, &c., a beautiful and

FREE GROVE

Is fully provided with Spring water, Tables, Seats, &c., &c., for the use of all Church, Sunday-school, family, and other orderly excursionists.

No spirituous liquors or disorderly persons are permitted on the grounds.

Tickets may be secured on steamer. For the trip 50 cents; children half price.

H. B. CROSSETT'S EXCURSION OFFICE removed temporarily to No. 391 West-st., above Christopher-st. Steamer Wyoming, barges Sarah Smith, Chicago, Caledonia, and Republic; Oriental Grove, Excelsior Park, Iona Island, and Englewood.

LEGAL NOTICES.

MARINE COURT OF THE CITY OF NEW-York.—GEORGE HEYMAN, SOLOMON HEYMAN, and ALEXANDER MACK, plaintiffs, against ROBERT MOORES, defendant.—Summons, for a money demand on contract.—(Com. not served.)—To the defendant: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the Marine Court of the City and County of New-York, at his office, Court-house, City Hall Park, New-York City, and to serve a copy of your answer to the said complaint on the subscribers, at their office, Nos. 293 and 295 Broadway, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of three hundred and forty-seven dollars, with interest from the 10th day of May, 1873, besides the costs of this action.—Dated New-York, July 9, 1873. NEWCOMBE & LEVENTRITT,
Plaintiffs' Attorneys.

The complaint in this action was duly filed in the office of the Clerk of the Marine Court of the City of New-York, at the Court-house, City Hall Park, the 16th day of July, 1873.—Dated New-York, July 16, 1873.

NEWCOMBE & LEVENTRITT,
jy17-1aw6wTh* Plaintiffs' Attorneys.

SUPREME COURT, CITY AND COUNTY of New-York.—THE GLOBE MUTUAL LIFE INSURANCE COMPANY against JACOB VOORHIS, JR., Mary N. Hughes, Jean Wierner, Jean Wiener, Ferdinand Heilberg, Ernestine Hoffmyer, Thomas Mackellar, George R. Dutton, John J. Knoeppel.—Summons for relief.—(Com. not ser.)—To the defendants, and each of them: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, and to serve a copy of your answer to the said complaint on the subscribers at their offices, No. 258 Broadway, in the City of New-York within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, June 9, 1873.

TAYLOR, ANDREWS & FOWLER,
Plaintiff's Attorneys, No. 258 Broadway, New-York.

The amended complaint in the above-entitled action was filed in the office of the Clerk of the City and County of New-York, at the Court-house in said City, on the 25th day of July, 1873.

TAYLOR, ANDREWS & FOWLER,
jy31-1aw6wTh Plaintiff's Attorneys.

PURSUANT TO A DECREE OF THE HIGH Court of Chancery, made in a cause of LIMBERT, on behalf of himself and others, against THE MINERAL HILL SILVER MINES COMPANY LIMITED, and others, the persons entitled to the outstanding and unpaid debentures issued by the defendants, The Mineral Hill Silver Mines Company Limited, are, on or before the 1st day of October 1873, to send by post, prepaid, to Mr. William Turquand, of No. 16 Tokenhouse Yard, London, the liquidator of The Mineral Hill Silver Mines Company Limited, their Christian and surnames, addresses and descriptions, the full particulars of their claims in respect of such debentures, or in default thereof they will be peremptorily excluded from the benefit of the said decree. Every person entitled to such outstanding and unpaid debentures is by himself or his solicitor, to produce the debenture or debentures in respect of which he claims before his Honor, the Vice Chancellor, Sir Richard Malins, at his chambers, situated at No. 3 Stone Buildings, Lincoln's Inn, Middlesex, on Thursday, the 6th day of November, 1873, at 12 o'clock at noon, being the time appointed for adjudicating on the claims, or to forward his debenture to the said Mr. Turquand, for production as aforesaid.—Dated this 19th day of July, 1873.

E. W. WALKER, Chief Clerk.

ANTHONY PULBROOK, 28 Threadneedle-street, London, E. C., Plaintiff's Solicitor.

SUPREME COURT—CITY AND COUNTY OF New-York.—JOSEPH THURMAN, ALFRED FOSTER and JOSEPH ISLES, plaintiffs, against EDWARD GREASLEY, defendant.—Summons: For a money demand on contract.—To the defendant: You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscribers at their office, No. 194 Broadway, New-York City, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of eleven hundred and seventy dollars and eighty-four cents, with interest thereon from the 9th day of June, 1873, besides the costs of this action.—Dated June 10, 1873.

DIXON, WHITLOCK & ANDERSON,
jy10-1aw6w-Th. Plaintiff's Attorneys.

MUSICAL.

UPRIGHT PIANOS.

A LARGE AND SUPERIOR ASSORTMENT FOR SALE OR RENT, AT
OUVRIER & SONS, MANUFACTURERS,
No. 27 West 13th-st.,
Between 5th and 6th avs.

A LARGE STOCK OF PIANOS,

SQUARE AND UPRIGHT, to rent or sell cheap; rent allowed on purchases. Call at M. M. MERRELL'S, No. 8 Union-square, (No. 165 4th-av.)

CHURCH ORGANS.—W. H. DAVIS & SON, NO. 40 Downing-st., offer for sale two 12-stop pipe organs, pedal bass; one 8-stop do.; one two rows of keys, 20 stops; above warranted superior tone and finish; organs revoiced and tuned.

J. P. HALE IS MAKING 10,000 PIANOS for the trade cheaper and better than small makers can buy the stock. 35th-st. and 10th-av.

STATIONERY.

SLOTE & JANES, STATIONERS, PRINTERS, and blank-book manufacturers, No. 93 Fulton-st. Account-books made to any pattern

FOURTH-AVENUE RAILROAD.

SLOW PROGRESS OF THE IMPROVEMENTS—DANGERS TO THE PUBLIC.

The continual dropping of water will wear away a stone. It is upon this theory only that any good result can be expected from repeating the complaints as to the manner in which the great Fourth-avenue "improvement" is being carried on. THE TIMES has many times called attention to the bad management characterizing the works, and it has again and again reminded the rich and influential railroad companies engaged in it of the well-founded complaints of property-owners and residents along Fourth-avenue, that they are subjected to much unnecessary inconvenience and danger from the manner in which the excavations are made, and the lack of proper precautions to prevent accidents to life and limb. Often have these grievances been recited, but the dropping has as yet made no impression upon the stony consciences of the railroad corporations.

But there is virtue in repetition, and for the purpose of again investigating the object of complaint, and finding out how far their "improvement" has been improved, a TIMES reporter made another visit to the upper half of Fourth-avenue, yesterday, walking along a great portion of the line of the excavations, and having many narrow escapes from making involuntary and forcible descents therein.

For the greater part of the way there were no sidewalks, the ground having been dug up inside the line where the curbing should be, and the pedestrian had no resource but to pick his way along a narrow ledge, often blocked up with piles of earth and rock, over which he must scramble as best he could. The curbing having been removed, of course the street-lamps at the corner—where there were any—have also been taken away, and as the reporter picked his way along the edge of a chasm twenty-five or thirty feet deep, he shuddered to think of the aggravated danger of such a spot at night, with no light to warn the stranger or the unwary.

Nearly every cross street above Sixty-fifth-street leads directly into this deep trench, the excavations now forming an almost unbroken line along the avenue above that street, there being only one crossing over Fourth-avenue, between Sixty-fifth and Seventy-first streets. The roadways of these thoroughfares have nearly all been cut away at the intersection with Fourth-avenue, so that each street stops short at the bank of this excavation. Under such circumstances the most unreflecting and careless person would see the necessity of carefully barricading the streets at every crossing, and of having numbers of danger lights hung out at night, especially since the street lamps have been removed, and there remains not even the ordinary means of showing the way at night. These precautions have not been observed as they should be, however, and notorious as Manslaughter-avenue—as Fourth-avenue has been grimly called—has been for run-over "accidents" on the railroad, it is a wonder that even more lives are not lost when this new danger is considered. To prevent horses and vehicles being driven into the pit from the cross streets a pile of scantling or a pole has been put across the roadway in most cases, or a small pile of rock left in the middle of the street; but in many places there were no signs that any lights were used at night to prevent drivers from running into these obstructions, and, if the assertions of the residents are to be believed, this simple precaution is often neglected. In some places a pile of earth is all that could separate the occupants of a carriage from certain death, and in nearly all instances the barricades have been placed too near the trench. Horses not easily controlled might dash over the feeble obstructions before their drivers could check them. The barricades should be removed much further back, and at least one red danger light hung in the middle of the roadway of each cross-street every night.

So much for the roadway of the streets leading to the avenue. The sidewalks of these thoroughfares often present greater instances of lack of precautions on the part of the contractor, exposing the pedestrian to even greater danger. The writer saw several places where the insufficient barriers placed across the roadway had been neglected on the sidewalk, and there was absolutely nothing to prevent one, on a dark night, from walking directly into a pit twenty-five feet deep with a bottom covered with rocks and stones, a fall upon which would mangle one horribly if not cause instant death. At Seventieth-street the earth is dug away to within the line of the curb, and from the sidewalk suddenly opens an excavation at least twenty-five feet down, the wall running nearly perpendicularly up to the sidewalk, the bricks of which extend to its very edge. Yesterday there was no pretense of any sort of a barrier whatever at this place, and at night, with not even a street lamp to help to make darkness visible with its feeble glimmer, the dangers attending pedestrianism in this locality are frightful to think of. Both crossings at this street were in a disgraceful condition yesterday. A gentleman with two ladies walking in this neighborhood on Tuesday evening, had a narrow escape from death at this spot. He asserted that there was neither barrier nor light to warn them of their proximity to the trap, and he attributes their escape from death to a miracle.

At the intersection of Seventy-first-street a similar condition of things was manifested yesterday, and in many other places the reporter was informed of the absence of proper precautions to prevent accidents.

The residents of the vicinity of Fourth-avenue also complain of the slow progress made in the work of sinking the tracks. They say that a greater number of men might be easily kept employed, and the improvement—for such it really will be when finished—pushed forward with much greater energy. The magnates of the Grand Central Depot have no interest in hurrying the work, they say, while the property-owners and residents have every reason to wish the tunnel finished as rapidly as possible. They know that great inconvenience and some danger must attend the carrying out of any great work such as the sinking of the tracks, but they ask that the contractors be compelled to use ordinary safeguards to prevent people falling into the excavations, and that the work be finished as speedily as possible. These two points seem to be all that they insist upon.

FIRE AT HUNTER'S POINT.

AUTENREITH'S CABINET-FACTORY IN FLAMES—$60,000 WORTH OF PROPERTY DESTROYED.

At 7:45 o'clock last night the buildings known as Autenreith's cabinet-factory, situated on Greenpoint-avenue and the borders of Newtown Creek, Hunter's Point, were discovered to be on fire. An alarm was at once sounded, and in a few minutes the whole of the Hunter's Point Fire Department was upon the scene. By this time, however, the flames, aided by a strong breeze, had spread all over the building known as the varnishing and finishing department, and the most strenuous efforts of the firemen failed to arrest their progress. The manufactory is composed of seven distinct buildings, in which the various branches of cabinet-making are carried on, and from the varnishing department the fire extended to the store-room, where upward of 4,000 sewing-machine cases were stored, ready for delivery, the whole of which are totally destroyed. From this building the fire spread to another store-room, which is a receptacle for coal, lumber, &c., and in half an hour after the commencement of the fire these three buildings were one mass of flame. Dispatches for assistance were at once forwarded to Brooklyn, and resulted in the immediate arrival of three steamers, the efforts of which were mainly directed to prevent the further extension of the fire. For nearly three hours the fire burned with the utmost fury, and the flames were distinctly visible at a distance of sixteen miles. Immense crowds of people, undeterred by the heavy rain, crossed by the Thirty-fourth-street Ferry from New-York to witness the fire, and many thousands of residents of Brooklyn were attracted to the spot. At 10 o'clock the fire began to diminish, and in half an hour later it was completely under control. The loss on stock will probably amount to $50,000, on which there are insurances in ten companies for $40,000, while the loss on the buildings destroyed is about $10,000, on which there is an insurance of $8,000. Mr. Autenreith's business is principally confined to the manufacture of Singer sewing-machine frames, of which he turns out on an average, 600 a day. There will be no stoppage in the working of the factory, as the buildings containing the machinery are entirely uninjured.

SICK CHILDREN'S EXCURSION.

The committee for the relief of poor sick children gave the first of a series of excursions yesterday, for the benefit of mothers with sick children, and notwithstanding the unfavorable day, the affair was quite successful. The barge Chicago called in the morning at various points on the East and North rivers and collected altogether some 300 mothers with sick children, most of them in arms, and looking pitiable beyond description. The weather was quite cold, but the barge was made comfortable for the poor creatures by lowering the awnings. The excursion was under the management of the superintendents of the various relief districts, who found the experience acquired on THE TIMES excursions of great benefit to them. There was an abundant supply of provisions on board, including "sea moss" and other delicacies for sick children. The Governor's Island band contributed excellent music and several physicians were unremitting in their attendance upon the sick. Owing to the threatening nature of the weather the excursion did not go further up the river than Fort Lee, returning safely to the City at a seasonable hour.

THE DISABLED STEAM-SHIP.

ARRIVAL OF THE ARNDT UNDER SAIL—ALL ON BOARD WELL.

The steam-ship Ernst Moritz Arndt, of the Baltic Lloyd steam-ship line, the non-arrival of which on time created no little excitement in commercial circles, was sighted off Sandy Hook, yesterday afternoon, at about 4 o'clock, and was anchored in Quarantine at 6:35. When sighted the Arndt was under full sail, having fore and mainsail, both topsails, topgallant sails, and jibs set, and was making good headway, the wind being free. Although the communication of the various vessels which had spoken the Arndt within a few hundred miles of this port, had prepared the agents for her arrival at any moment she was not expected quite so soon, and her arrival last night was in consequence a surprise to many. It was the intention of the agents to proceed out to sea yesterday afternoon to meet the overdue steam-ship, but in consequence of the severe storm raging outside the harbor the projected trip was postponed.

At Sandy Hook the Arndt was taken in tow by a tug-boat, but she still kept all sails drawing as she passed through the Narrows. Notwithstanding the inclemency of the weather, the novel spectacle of a full brig-rigged steamer coming up the bay under sail was enough in itself to attract the attention of the residents of Staten Island, and she was closely scrutinized. The interest, of course, became more intense when it was ascertained that the disabled steamer was the overdue Arndt, and much curiosity was expressed as to her condition and that of her living freight. The handsome appearance and good sailing of the Arndt were very much admired by the lovers of naval architectural beauty who watched her passage to Quarantine.

The Arndt, Capt. Felberg, left Stettin on the 2d July and Havre on the 8th, and was consequently thirty-six days out. She had on board thirty-seven saloon and 399 steerage passengers—composed of Germans, Danes, French, and Italians—besides Dr. Dohrn, one of the directors of the Baltic Lloyd Company, who comes on a pleasure tour, and the Captain's wife. After leaving Havre the Arndt proceeded under steam with pleasant weather until the 14th of July, when in longitude 34° west it was discovered that the vessel was without steam power. On examination it was ascertained that the screw had entirely disappeared, and measures were immediately taken to make the voyage under sail. The entire absence of the screw was an advantage, as it left the vessel without the incumbrance of a disabled propeller.

Knowing the sailing qualities of the Arndt, Capt. Felberg determined to carry out this plan, and informed the passengers that they might expect an unusually long passage, which, however, would not be unpleasant, as the vessel was supplied with an abundance of provisions and water, being provisioned for forty-five days. On that day the Arndt spoke the brig Eolus, which arrived in port at 11 A. M. yesterday, and in order to guard against unforeseen delay took a large supply of provisions from the brig. The passengers were all in good health and spirits, and were not at all anxious in consequence of the delay.

The disabled steamer continued the voyage toward this port, taking advantage of every wind and making good headway. In mid-Atlantic, however, the vessel made comparatively little progress, the wind being light and the currents against her. Keeping her well to the northward, little occurred to break the monotony of the voyage until the steam-ship arrived within about 300 miles of Sandy Hook, when, on the 10th inst., she was spoken by the steamer Maas, Capt. Geddes, from Rotterdam, to New-York, in latitude 40° 3' north, longitude 66° 17' west. The Arndt signaled, and Capt. Felberg, accompanied by Dr. Dohrn, a director of the company, went on board the Maas. The Arndt was at this time becalmed, and negotiations were entered into for towing the disabled steamer into port, Capt. Felberg proposing that the Captain of the Maas should name a stipulated sum for that service. Capt. Geddes replied that he would tow the Arndt into port, and would leave the question of recompense to be settled by the respective companies. Capt. Felberg would not agree to this proposition, and the negotiations ceased, the Arndt, meanwhile, having been supplied with butter and cheese. It is stated that the agents of the Rotterdam line in this city entirely disapprove of the course of conduct pursued in the matter by the Captain of the Maas.

On the same day the Arndt spoke the steamer Ville du Havre, which left New-York on the 9th inst., and from her Captain received a copy of the previous day's weather probabilities. "Old Prob." predicted northerly and easterly winds, and on this Capt. Felberg based his calculations for subsequent sailing. The prediction turned out true, the winds in question duly making their appearance next day. With those winds in her favor the Arndt did some splendid sailing, making, according to the statement of Capt. Felberg, as much as ten knots an hour. A Boston steamer was spoken, the Captain of which offered to tow the Arndt into Halifax, but Capt. Felberg was so confident of the ability of his vessel to reach New-York speedily, that the offer was declined. It was this confidence in the sailing qualities of the steamer, Capt. Felberg states, as well as his unwillingness to involve the company in needless and heavy expense, which caused him to break off the towing negotiations with the Maas, and he states that the arrival of his vessel within thirty-six hours after the Maas, proves the correctness of his predictions.

During the voyage the Arndt spoke a large number of sailing vessels bound for New-York, many of which have not yet arrived. On the 12th inst. the steam-ship spoke the bark Sabine, by which she sent a letter to New-York, and the Sabine came in only three hours ahead of the Arndt.

At 6:30 P. M., yesterday, the Arndt, having anchored off Quarantine, was boarded by Dr. Vanderpoel, the Health Officer of the port, accompanied by Drs. Mosher and Thompson. The health officers were received by Capt. Felberg and Dr. Dohrn, and at once commenced an inspection of the vessel. They report that they found the passengers in good spirits and free from all sickness. The health officers also inspected the steerages, which they report as being in excellent condition. The steerage passengers seemed well cared for, and their general appearance was good. In fact, the officers state that the condition of the overdue steam-ship impressed them very favorably. A plentiful supply of provisions and over 4,000 gallons of water yet remained on board the Arndt after she had reached port. The health officers state that, from their observations, they consider the passengers have been well treated during the voyage.

Capt. Felberg, First Officer Golbert, and the other officers of the Arndt, state that they never doubted the ability of the Arndt to make the port of New-York under sail within a reasonable time, and had no fears of a scarcity of provisions. They state that at no time during the trip did they think of putting the passengers on rations. They had a large quantity unconsumed at the end of the voyage. This statement would seem to be borne out by the healthy condition of the passengers.

Although the Arndt was inspected and passed by the health officers at a comparatively early hour in the evening, the saloon passengers did not display any desire to quit the vessel, and came to the conclusion that they would remain at Quarantine all night.

THE VIRGINIA CAMPAIGN.

The speculations so freely indulged in by the Democratic Press, upon the fact that Col. Hughes, the Republican candidate for Governor of Virginia, called upon President Grant when in Washington, elicit from the Washington *Chronicle* the following comments: "The report has been continually growing until it is now announced that the whole machinery of the Administration is to be used to elect Col. Hughes, and that the President will, if necessary, send a portion of the army into Virginia to assist in the accomplishment of this object. The whole affair from the beginning is so supremely ridiculous that it would not deserve even a passing notice were it not that some statements concerning this interview, and some conclusions drawn from it, are published as authoritative. The well-known and established policy of President Grant on this subject has been frequently illustrated during his Presidential term, and it is only necessary to say that no different policy will be pursued in the Virginia campaign. The visit of Col. Hughes was an informal call. No such ridiculous requests were made, nor such foolish intimation given as is reported. The President merely remarked that he always supposed that a Republican would be nominated at Lynchburg, and that of course the sympathies of the Administration were with the Republican Party and its success. Only this and nothing more. No requests were made for patronage, nor promises given. The campaign in Virginia will be managed, conducted, and controlled by the citizens of that State. Col. Hughes will make the canvass squarely upon the principles and doctrines so fairly set forth in the platform adopted at Lynchburg. He will appeal to the people of that State for an indorsement of those principles, on whose success, in his judgment and in the judgment of the convention, depend in a great measure the future growth and prosperity of Virginia. The people of that Commonwealth will decide the question at the polls as the citizens of any other State, free from Federal interference or patronage."

THE NEW CITY PRISON.

PARTICULARS RESPECTING THE BUILDINGS ON THE BLOCK SELECTED.

The following is a list of the buildings comprising the block bounded by Canal, Elizabeth, Bayard, and Mott streets, which has been selected as the site for the new City Prison:

On the Canal-street side there are nine buildings, the one at the corner of Mott, No. 182 Canal, being a four-story brick structure, painted brown, and of decent appearance.

The first floor is occupied for a drug-store, and the upper part for a dwelling. The next building No. 178, is the counterpart of the former in construction and appearance, and is occupied for a lager-beer saloon and tenements. The owner of both is J. Powers, who has a place of business in Nassau-street.

The next building, No. 176, is built of red brick, two stories in height, with a basement, and is apparently in good condition. The basement is occupied as a laundry, the first floor as a neck-tie manufactory, and the upper story for dwellings. The owner is William H. Gammon, of No. 13 Chatham-street.

No. 174 is a low two-story and basement brick building, painted brown, occupied in the basement for a shoe-shop and on the first floor as the real estate office of John S. Giles, who owns this and Nos. 172½, 172, and 170. The upper story is used as a dwelling.

Nos. 172½, 172, and 170 are three-story brick buildings, painted brown and of fair appearance. The first named has a small jeweler's store in the first story and tenements in the upper part. No. 172 has a shoe-shop on the first floor and a pawnbroker's office above. No. 170 also contains a shoe-shop, above which are tenements.

Nos. 168 and 166 belong to the estate of Gifford Westjen. The first named is a three-story brick building, occupied on the first floor as a restaurant, and above for tenements. No. 166 is a three-story frame building, painted brown, having a small broker's office on the first floor, fronting Canal-street, a saloon on the corner of Canal and Elizabeth streets, and dwellings in the upper part.

No. 27 Elizabeth-street, which adjoins the last-named corner building, is a small and much-dilapidated two-story wooden structure, which is occupied on the first floor for a little fruit and confectionery store, and above for tenements. It is said to be owned by John Happe.

No. 25 Elizabeth-street is a three-story brick building, small and unsightly, occupied for a glass and picture-frame shop on the first floor, and for dwellings in the upper part. The owner is M. Schrenkeisen, who also owns No. 23, a three-story brick building of better appearance, which he occupies as storehouse for furniture.

Nos. 21 and 19 Elizabeth-street form a fair-looking three-story brick building, painted brown, which is owned by the City, and occupied as the repair-shop of the Fire Department.

No. 17 is the best-looking and most substantial structure on this side of the block. It is a red brick building, six stories in height, and is occupied throughout by M. & H. Schrenkeisen for furniture warerooms. M. Schrenkeisen is the owner.

No. 15, also owned by Mr. Schrenkeisen, is a three-story brick building, used on the first floor for a livery-stable, and in the upper part for tenements.

No. 13 is a small brick building three stories high, of poor appearance and seemingly in bad repair. It is occupied as a dwelling, and is said to be owned by Nathaniel Weeks.

No. 11 is a two-story brick house, newly repaired and painted. It was recently occupied as a dwelling, and is owned by a Mrs. Greenfield.

No. 9, a dingy three-story brick building, is occupied on the first floor as a paper-box factory, and in the upper part for a dwelling. The owner is P. V. Husted, who also owns a frame stable and a three-story brick carpenter's shop in the rear, access to which is gained by an alleyway. The buildings are in poor repair, and the alleyway in a dirty condition.

No. 7 is a three-story frame building, painted a glaring yellow, occupied on the first floor for a lager-beer saloon, and in the upper part for dwelling-rooms. This, and a four-story brick tenement-house in the rear, reached by an alleyway, are said to be owned by Henry Bischoff.

No. 5 is a two-story and basement frame dwelling, of mean appearance, which is owned by a Mrs. Marsh.

No. 3 is a very small brick building, in a ruinous condition, which was formerly occupied as a junk-shop, and now used as a storehouse for carriages, &c. This, a small court-yard adjoining, and the building on the corner of Elizabeth and Bayard streets, which is next in order, are owned by Richard Holman. The corner building is a frame structure, occupied by Mr. Holman on the first floor as a grocery, and in the upper part as a dwelling. He owns a frontage of eighty-two feet on Elizabeth-street, and estimates the value of his whole property here at $25,000.

The first building on the Bayard street side of the block, next to the corner-store of Mr. Holman, is a three-story and a half brick structure, No. 62, containing a laundry in the basement, a jeweler's shop on the first floor, and tenements above. The owner is John Day, who also owns No. 64, a four-story frame building, much dilapidated. This is used for a fancy-goods store on the first floor, and for tenements in the upper part.

No. 66 is a three-story and basement brown frame building, occupied in the basement as a grocery store, on the first floor as a peddler's supply shop, and above for tenements. This is of poor appearance and in a bad condition. In the rear is a fair-looking six-story brick tenement-house, reached by a dirty alleyway. Both of these are owned by Solomon Bernstein.

No. 68 is built of brick, containing three stories and a basement, which is used for a lager-beer saloon, with tenements above. The owner is a widow named Mrs. Smith.

No. 70 is a brick building, four stories in height, used for a grocery-store on the first floor, and for tenements in the upper part. The owner is Claus Bade, to whom also belongs a five-story brick tenement-house in the rear.

Nos. 72 and 74 are owned by Shubael E. Swain. The first is an old and badly-repaired two-story brick house, containing a shop for paper hangings on the first floor. No. 74, a little dry-goods store, is in a two-story, unpainted brick building, of miserable appearance, on the corner of Bayard and Mott streets.

Turning from Bayard into Mott-street, the spectator finds that the first number on that side of the block, No. 52, is in the corner building of Mr. Swain last mentioned, and is occupied as a grocery-store. Tenements fill the upper part of the building.

No. 54 Mott-street, a two-story brick building in bad condition, is occupied for a butcher's shop and tenements, and is also owned by Mr. Swain.

No. 56 is a two-story frame tenement, in bad repair, and is owned by Mr. Swain.

No. 58 is a five-story, red brick double tenement, of decent appearance, and is owned by Mr. Stone, a glass merchant in Canal-street. There is no yard in the rear.

No. 60 is a brick building containing four stories and a basement, used for a grocery-store, a paper-hanger's store, and tenements. The owner is Charles McManus, of No. 227 Madison-street.

Nos. 62 and 64 form Primary School No. 8, a good-looking building, three stories in height, of brown stone and red brick. It covers a plot of ground 50 feet by 100, and is owned by the City.

No. 66 is a four-story brick tenement of fair appearance. It is owned by a Mr. Marks, who also owns Nos. 68, 70, and 72.

No. 68 is a three-story and basement frame tenement, in bad repair, with a grocery-store in the lower part.

No. 70 is a two-story wooden tenement, also in bad repair, and No. 72 a three-story brick tenement, apparently in good condition.

No. 74 is a three-story brick tenement, in fair repair, with a butcher's shop on the first floor. The name of the owner could not be ascertained.

No. 76, owned by John S. Giles, is a three-story and basement brick tenement, in good repair. No. 78, a dilapidated two-story wooden structure, is owned by J. Powers, and occupied as a livery-stable. No. 80 is a vacant store in the building on the corner of Mott and Canal streets, owned by J. Powers. The majority of the property-owners are, it is said, in favor of the project; a few, however, have expressed their dissatisfaction with the site selected.

A CIRCUS RIDER KILLED.

In a fracas at Council Bluffs, Iowa, a few weeks ago, in which some of John Robinson's circus men were engaged, John Lobdell, an equestrian, received a severe wound, from the effects of which he died at Omaha on Tuesday, 5th inst. The Leavenworth *Commercial* says that on the night that the trouble occurred, Lobdell, with four or five other circus men, while drinking together on the close of the entertainment, got into a fight with some of the town roughs. A knife was drawn by one of the circus men, when one of the town people fired his revolver, and the bullet took effect in Lobdell's breast. Lobdell was not the man who drew the knife, and he stepped in between two men who were armed just in time to stop the bullet that was intended for some one else. Lobdell did not know who it was shot him. He was a Virginian by birth, and his remains have been sent to Norfolk for interment. He was about twenty-five years of age, and leaves a young wife, to whom he was married a short time since.

DAVIS' "ELECTION" AS PRESIDENT.

Ex-Senator Foote writes in his Confederate reminiscences, published in the Washington *Chronicle*: "By what means Mr. Davis managed to become President I never exactly knew; though I have learned through quite a direct channel that he received for this office in the convention by which he was chosen a majority of one vote only over Howell Cobb, of Georgia. He was only elected to the place of Provisional President. Had not hostilities been actually commenced at once, he would certainly have been beaten in the popular election which afterward occurred. It was therefore all-important to him that the war should be begun as soon as possible, for nothing could be more certain than that the election of a new executive chief in the midst of war would not be deemed safe or prudent. Hence the precipitate order to fire on Fort Sumter, which was dispatched to Charleston."

SARATOGA RACES.

ENTRIES FOR THE FIFTH DAY OF THE MEETING—THE POOLS.

Special Dispatch to the New-York Times.

SARATOGA, Aug. 13.—The entries for the fifth day of the meeting have closed with large fields of horses, and there is a promise of excellent sport if the weather is fine.

The sweepstakes for three-year olds, two miles, which closed with fourteen entries, will have two starters—A. B. Lewis' b. c. Joe Johnston, by Hunter's Lexington, dam by Oliver, and Mr. A. Littell's ch. c. Fellow Craft, by Australian, out of Aerolite, by Lexington.

The second race is a dash of one mile, a free handicap for two-year olds, in which there are eight entries, including McDaniel's Asteroid colt, 98 pounds; a b. f., by Lexington, out of Verbena, 93 pounds; Culpepper, 92 pounds; Dublin, 92 pounds; Banneret, 90 pounds; Juliana, 90 pounds; Vengeance, 89 pounds, and Mollie Darling, formerly Persimmons, 85 pounds.

The third race is a free handicap for all ages, dash of a mile and a half, and for this the following eight are marked as starters: A. C. Franklin's b. m. Arizona, 5 years, 106 pounds; b. c. Gorlitza, 102 pounds; Jas. Donahue's ch. c. Business, 4 years, 98 pounds; Hoza Ball's b. f. Bessie Lee, 4 years, 97 pounds; W. W. Glenn's ch. c. Merodac, 4 years, 87 pounds; Rice & Co.'s b. f. Sunrise, 3 years, 84 pounds; b. c. John McCormack, 3 years, 89 pounds; W. Wilson's ch. c. Mart Jordan, 3 years, 83 pounds, and D. McDaniel's ch. f. Cora Linn, 3 years, 78 pounds.

As Joe Johnson was to carry ten pounds penalty for winning a stake in the West there is no betting on the first race, as it is considered a mere walk-over for Fellow Craft. The principal interest is centered in the two-year-old race, the pools selling at the following rates:

McDaniel's colt	$160	$210	$210
Banneret	185	220	200
Culpepper	170	230	200
Vengeance	85	70	165
Juliana	60	60	175
Dublin	45	35	40
Lexington filly	31	27	30
MILE AND A HALF DASH.			
Rice & McCormack's entries	$270	$100	
Franklin's entries	35	35	
Mart Jordan	70	40	
Merodac	80	35	
Business	75	35	
Cora Linn	70	20	
Bessie Lee	30	12	

THE EVACUATION OF FRANCE.

The London *Daily Telegraph* correspondent at Nancy writes on July 1: "The German troops, composing the Nancy garrison, mustered in the Place Stanislas at 5:30 this morning, to the number of about 3,000. The anticipation that no Frenchmen would be there to see the soldiers depart was not quite correct. There was not a large crowd, but still a great many people, chiefly, however, of the lower orders, were present, and many were seen peeping from windows. At 5:50 Gen. Manteuffel, in a sky-blue undress uniform, with a cap of the same color, and a red band, rode, followed by his staff, through the triumphal arch abutting upon the parade-ground.

On taking his place he at once drew his sword, and waving it high in air gave the signal for three cheers for the Emperor of Germany, which was vigorously responded to by the officers and men, with a genuine English hurrah. The bands struck up 'God Save the King,' the troops remaining with arms presented till the music was over. Then Gen. Manteuffel took up a position to see the evacuating force file past on their march homeward, gently waving with his hand to the spectators, who pressed a little too closely on the battalions, to show them where they should stand. There was no other keeping of the ground than this gesture of the Commander in Chief. Neither before nor during the parade did any German officer or soldier prevent the populace from moving about the Place Stanislas as they pleased.

The filing past, rapidly executed in admirable style, occupied only a quarter of an hour. Gen. Manteuffel, who has evidently what the French would call the religion of his flag, saluted each standard with peculiar reverence. I observed that the officers and soldiers at the saluting point, turned their heads a good deal more than either the French or the English do, so as to look their General full in the face. When the whole garrison had passed, the General and staff followed them along the Rue Saint Catherine to the gate by which is reached the Pont-à-Mousson Road. At Pont-à-Mousson he parts company to go to Verdun. The troops will, I believe, halt for the night at Château Salins. Fortunately for them the early morning sun under which they marched was ever and anon veiled by light clouds. There are pleasant breezes, and the heat is less intense.

It wanted two minutes to 6:15 as the back of the last soldier of Gen. Manteuffel's rear-guard was seen passing through Saint Catherine's Gate, and precisely as the Town Hall clock struck the quarter five tricolored flags appeared on the central balcony, and were greeted with cheers by the people below, whose numbers were already increased by additions from well-dressed classes who had kept out of sight while the Germans were there. In a few moments more additional flags were thrust from the windows of the houses in the Place Stanislas, and when, five minutes later, I left that square I was astonished to find that the whole town, with the rapidity of a transformation scene in a pantomime, was decked out with the freshest of tricolors. The wide, regularly-built streets of Nancy, converging from the beautiful central square built by the Dukes of Lorraine, are singularly well adapted for the display by which the inhabitants manifested their rejoicing. The eye at once takes in the perspectives, and I never saw so many flags at one time in my life.

Very many bore on the central white ground of tricolor conspicuous inscriptions, such as 'Honneur à Thiers,' 'Hommage à Thiers,' or 'Thiers le Liberateur,' 'Vive la France,' 'Vive la République,' &c. The joy bells of most of the churches rang merry peals. The Protestant Church exhibited a large inscription, 'Vive la République Française.'

From garret to cellar the national colors fluttered from every window, and yet, prodigal as was the exhibition, the townspeople acted as if not half enough flags were hung out. The spacious footways were literally carpeted with blue, white, and red stuffs, which men, women, and children were busy as they could be cutting into short lengths and stitching together for the purpose of converting into patriotic symbols. The very babies in the arms of poor women were decked out, like the house-fronts, with miniature flags. Indeed, I even noticed that the poodles in the streets were smartened up in carnival fashion, with tricolor ribbons. Wherever one saw the old grand ducal colors of Lorraine, or those of Metz, Strasbourg, or Colmar, big knots of black crape were attached to the heads of the flag-staffs.

Of uproarious excitement there was none. The prevailing spirit up to the present moment is merely one of festive hilarity. The population shows no tendency to become obstreperous, in consequence of which a handful of Mobile Gendarmerie that occupied the guard-house of the Hôtel-de-Ville, the moment Gen. Manteuffel had gone through the gate, suffices to keep order. All political manifestations—and they are numerous—are of a pacific character, and strictly legal. Another feature is the gigantic yellow playbills which are being posted on the dead walls. They announce that the theatre and circus will be opened to-night, for the first time since the news of Reichshoffen reached Nancy. Great preparations are being made, the hot weather notwithstanding, for dancing parties in the houses of well-to-do families."

THE AUGUST METEORS.

The astronomer of the Providence *Journal* watched the north-eastern sky from 8:30 to 10 on Sunday evening, 10th inst., the anniversary of their occurrence. But nine meteors awarded his vigil, but of these he says: "The meteors made up in beauty what they lacked in numbers, and, with one exception, were as large as stars of the first magnitude, and though we have watched their flight for many years, were as beautiful as any we have ever seen. The larger part of them came from the constellation Cassiopea, darting down from the queenly chair and vanishing in the depths of Pegasus. One bright meteor started from Perseus, and exploded far to the south, leaving a silvery track to mark its course. Another, the fairest of the brotherhood, sped its swift course from Polaris, and before it ceased its flight caught a slight rosy tinge from the neighboring aurora. The earth, as is well known, crosses the path of the August meteor-zone every year on the 10th of August. The August meteors revolve in an immense ellipse whose perihelion point is within the earth's orbit, and whose aphelion stretches out far beyond the orbit of Neptune, the most distant of the known planets of the solar system. They are associated in some mysterious manner with the comet of 1862. They are distributed in unequal numbers throughout the whole orbit, and therefore we have an annual exhibition. In the November meteor-zone the meteors have not become so widely distributed. The principal portion of them is collected in a group which performs a revolution in about thirty-three years, and then encountering the earth, give rise to a magnificent display, which it is one of the pleasures of a life-time to witness."

CITY AND SUBURBAN NEWS.

NEW-YORK.

The Commissioners of Public Charities and Correction appointed yesterday Paul Schmitzler clerk in the Free Labor Bureau.

The auction sale of goods damaged by fire in the public stores, on Greenwich-street, will take place to-day, in Hanover-square, where the goods were removed about a week ago.

The Cunard steam-ship Scotia, which left Liverpool on Aug. 2, and Queenstown on Aug. 3, reached this port yesterday. Her advices are fresher by two days than those previously at hand.

Yesterday, in Supreme Court, Chambers, ex-Assistant District Attorney Sullivan obtained an injunction restraining certain parties from making and selling an imitation of "Angostura Bitters."

The first bale of Georgia cotton crop of 1873, the arrival of which was mentioned in our last, was sold yesterday by Messrs. J. H. Draper & Co. to Messrs. Lehman Bros. at 19¼ cents per pound.

The Irish Republican Association of the Twentieth Assembly District will hold their grand annual afternoon and evening picnic to-morrow, at Saltzer's East-river Park, foot of Eighty-fourth-street, East River.

Company A, Eighty-fourth Regiment N. G. S. N. Y., (Washington Guard,) has an excursion to Springhill Grove, on the Hudson, to-day. The Union Home and School band of twenty-one pieces furnishes the music.

It is said that some of the owners of the property on the block bounded by Canal, Bayard, Elizabeth, and Mott streets have protested against using it as a site for a City Prison. Notice of the selection of the site was filed in the Register's office yesterday.

A letter will be presented to the Board of Police Commissioners to-day, numerously signed by prominent residents of the Twenty-ninth Police Precinct, warmly expressing their thanks for the appointment of Capt. McCullough, and bearing most flattering testimony to his efficiency.

Controller Green reports the following amounts paid yesterday into the City Treasury: From arrears of taxes, assessments, water rents, and interest, $10,376 38; Croton water rents and penalties, $4,237 25; ground and market cellar rents, market rents and fees, $1,915 27; street openings and improvements, and interest, $1,133 59; licenses, $51 75; fees from First Judicial and Third Police Court, $62 50; total, $17,776 74.

BROOKLYN.

The City Treasurer's weekly statement shows a balance on hand to the credit of the city of $3,414,023.

The Fire Commissioners met for organization under the new charter, yesterday, and elected F. S. Massey President of the board.

Mayor Powell yesterday signed certificates of indebtedness and bonds to the amount of $590,900, including $25,000 worth of bridge bonds.

The Police Commissioners will meet to-day, and will probably appoint Captains in the Fifth and Seventh Precincts. In the former case the reappointment of Capt. Woglom is expected.

The body of John Sharf, eleven years of age, who was drowned on Sunday last, while bathing off Little-street, floated up yesterday at the foot of Hudson-avenue, and was carried to No. 41 Little-street, where an inquest will be held to-day.

Yesterday the Mayor received notification from the New-York Pilot Commissioners to have dredged to a uniform low-tide depth of ten feet, the slip on the south side of the offal dock, which had been considerably shallowed by the escape of contents of the offal boats.

Yesterday Coroner Jones was summoned to No. 45 Spencer-street to hold an inquest in the case of William Gallagher, a child twenty months old, who died on Tuesday night from injuries received from falling down stairs while in the arms of his grandfather, Mr. John Rowan, who also sustained injuries of a serious nature.

At 2 o'clock yesterday morning a burglar attempted to enter No. 828 Lexington-avenue, by raising one of the windows opening on the piazza. The noise awoke the occupant, Mr. H. W. Turner, who reached the parlor before the burglar entered and fired two shots at him, but without effect. The pistol missed fire twice before exploding, and on the second shot the burglar fled down Lexington-avenue.

At the conclusion of the testimony before Coroner Whitehill, yesterday, in the case of Edward Hand, who was drowned while bathing in a pond on Howard-street, near Atlantic-avenue, on Monday, the jury rendered a verdict censuring the Boards of Health and City Works for not filling up the ponds. A similar verdict was rendered in the case of Frederick Steinworth, who was drowned in a pond near Fifth-avenue.

WESTCHESTER COUNTY.

The ninth annual picnic of St. Patrick's Benevolent Society, of Verplanck's, will be held at Bleakley's Grove, to-morrow, Friday, 15th inst.

A burglar entered the premises of Mr. Henry Griggs, at Portchester, and Mr. L. Wassells, at East Portchester, and stole a valuable gold watch from each dwelling, on Tuesday night.

The work of deepening and straightening the bed of the Bronx River at White Plains is progressing quite rapidly. Considerable low, wet land along the line of the river will be rendered dry and healthy, at the same time greatly improving the appearance of the neighborhood through which the stream passes. As a further improvement to the sanitary condition of the village, the citizens manifest a determination to have a dam connected with a skin-dressing establishment half a mile below demolished. Its existence is considered productive of malarial disease.

The work of widening a portion of Boston road and Fordham-avenue, in the township of Morrisania, so as to conform to the width of Third-avenue, New-York, of which it forms a continuation, when annexed, has been commenced in earnest. Several stores and dwellings have been set back within the past week, and others are being removed. If West Farms should follow the example of Morrisania in widening Fordham-avenue, Third-avenue, as it will be called, will be about 100 feet wide from Cooper Institute to Fordham, a distance of ten and a half miles, almost in a straight line.

STATEN ISLAND.

A base-ball match, in the town of Clifton, between the Pastime Club, of that place, and the Crystal Club, of Jersey City, resulted in a victory for the former by three runs. Score—17 to 14.

Coroner Lee held an inquest yesterday afternoon, at Police Head-quarters, on the body of Hugh Murray, a fireman on the Atlas, who fell overboard in the bay, on Sunday night, during a quarrel, which took place between himself and the night-watchman, David Jones. Four witnesses were examined, who gave evidence of the affray, and the inquest was then adjourned for the production of a Custom-house officer who was on board at the time.

About 1 o'clock yesterday afternoon the residence of Gen. Dufaux, at West Brighton, was burglariously entered by three New-York thieves and robbed of about $40 worth of articles, including highly-prized family relics. Officer J. W. Rowen, of the Richmond County police force, succeeded in arresting the thieves about an hour after the robbery and recovered all the stolen property. They gave their names as James Nolan, John Farrell, and Peter Faran. They were taken before Justice Corbett, at New-Brighton, who committed them to await the action of the Grand Jury.

Yesterday Mr. Cocroft, Superintendent of the Government works at Forts Wadsworth and Tompkins, Clifton, dispensed with the services of fifty laborers and all the hired horses and carts recently employed, retaining only sixty laborers in all. The reason for this proceeding is that the earthworks are so nearly completed that the work can now be done readily with the remaining force and with the horses and carts belonging to the Government. The last appropriation made by Congress is understood to be amply sufficient not only to accomplish this work, but for laying the platforms and constructing the casemates at Fort Tompkins.

NEW-JERSEY.

Ferdinand Dammert, a Jersey City jeweler, had two of his fingers crushed in some machinery at his factory in Jersey City, yesterday. The fingers were amputated by Dr. Varick.

The locomotive and smoking-car of the early train from Philadelphia to Long Branch ran off the track at Pemberton Junction, causing considerable delay. No passengers were injured.

James Cullen, while walking in the Bergen Cut, on the Pennsylvania Railroad track, yesterday, was struck by a locomotive, but miraculously escaped with a slight fracture of his shoulder-blade.

An old man named Patrick O'Brien yesterday dug $500 in gold coin from a hole in the ground upon his premises, near West End. He concealed the treasure twenty-five years ago where he found it.

Mr. Orestes Cleveland, President of the Hudson County Boulevard Commission, who has been in Europe for some weeks past, returned to his home in Jersey City yesterday. The commission will now proceed to a vigorous prosecution of their labors.

The Hoboken Council, on Tuesday night, leased rooms in Odd-fellows' Hall for the use of the militia, at $1,000 a year. Mayor McGariah returned to the Council with his approval the ordinances for the erection of two wings on School-house No. 1.

Frederick Gehran was lodged in jail yesterday on a charge of having, with the aid of one Henry Seeler, atrociously beaten Andrew Ebert, on Union Hill. Ebert is confined to his bed in consequence of his injuries, and one of his friends made the charge against his assailants.

On Monday night an unknown man jumped from an Erie Railway train at Clifton, and was probably instantly killed, though the train was run back to the spot and search made for the man without result. On Tuesday the body was found and taken to Jersey City. It had been thrown twenty feet from the track.

Two thieves drove upon the premises of Thos. Belcher, in Irvington, on Tuesday night, for the purpose of stealing some machinery stored in one of the buildings on the ground. While they were in the act of loading the machinery upon the wagon in which they were riding, Mr. Belcher and his brother discovered them and drove them away.

Clarence R. Ralphs, connected with the New-Jersey *Republican*, has been missing since last Saturday. He, on that day, transacted some business in New-York, and was to return in the 2:20 P. M. train. He is about thirty years of age, five feet six inches in height, dark hair and mustache; no whiskers. Dressed in gray cloth suit and dark felt hat.

TRYING A COLT.

On Tuesday afternoon two well-dressed young men called at the farm of Mr. Wm. Van Duyne at Foster's Meadow, and stated to Mr. Van Duyne that they wished to buy a colt that they had heard he had for sale. The colt was at once brought from the barn, and the young men after examining him thoroughly expressed a wish to drive him before purchasing. To this Mr. Van Duyne assented. The colt was harnessed to a wagon, and the young men, who were strangers, after leaving as a deposit for their return a watch and $100 in money, drove off. Not returning at nightfall Mr. Van Duyne became suspicious that all was not right, and upon carefully examining the security found that the watch was oroide and the money counterfeit. No trace of the horse or men has yet been discovered.

CHICAGO CATTLE MARKETS.

CHICAGO, Aug. 13.—Cattle dull; receipts, 2,400; buyers not disposed to operate; a few lots of good smooth Shipping Steers sold at $4 40@$4 60; Stockers, $3 35; butchers' Cattle inactive; shipments, 336. Live Hogs active and firm; receipts, 9,500; market a shade higher on light lots. The sales ranged from $4 40@$5 for common to extra, with most of the sales good to choice, at $4 60@$4 85; shipments, 5,500. Sheep—Receipts, 787; market fairly active and a shade higher for good at $4@$4 50.

NAVAL STORES MARKET.

WILMINGTON, N. C., Aug. 13.—Spirits of Turpentine quiet at 40c. Rosin quiet $2 50 for Strained, and $4 for Extra Pale. Crude Turpentine steady at $2 for Hard, and $3 30 for Yellow Dip and Virgin. Tar steady at $3 30.

DEPARTURES FOR EUROPE.

Per steam-ship Cuba, for Liverpool.—Richard Lathers and 2 daughters, Miss Cargill, infant sister and nurse, Mr. Engelfred, Ettja Fiora, W. J. O'Brien, L. Turmere, H. R. Jacobs, M. Garrido, Rev. Dr. Leggs, W. R. Thurston, Geo. Washburne, Mr. Webber, J. Wright, L. S. Brush, John Freeman, Geo. W. Johnson, Miss Turnbull, Lewis Daller, Mr. and Mrs. F. J. Beaton, Thomas Fallon, Mr. and Mrs. McDowell and 3 children, Mrs. Dudley Baldwin, Mrs. H. B. Paine, Mr. and Mrs. G. W. Lippitt, 3 children, and maid, Rowland Redmond, Mr. Filling, Mr. and Mrs. A. G. Brower, Mr. and Mrs. G. Peabody Russell, Miss Campbell and maid, E. Amenyual, Henry Duncan, Stephen Duncan, J. W. Cutting, Norman Story, J. T. Miller, William Bayles, Miss G. C. McCoy, J. F. McCoy, Mrs. K. Bruner, Frederick Bruner, Joseph Bruner, Edward Bruner, Miss Louisa Bruner, Miss Angela Bruner, Miss Alvira Bruner, Miss Kruger, Miss Zimmerman, E. L. Wilson, Mr. and Mrs. Gates, Mr. and Mrs. Samuel Heath and son, Henry Heath, Jr., Mr. and Mrs. S. H. Kerfoot, 2 daughters and 2 sons, Thomas R. Dawnie, Mrs. K. R. Brown.

In steam-ship Wyoming, for Liverpool.—Miss Holmes, Charles Wright, Col. Byron and 2 daughters, W. H. Peniston, C. J. Woolson, F. L. Jones, C. V. Wheeler, Brother Gregory, O. Sanders, Miss Mary Otley, John Blease, A. L. Gordon, A. Loyd, V. B. Rowe, J. B. Thomas and friend, Mr. and Mrs. D. Richards, John Robinson, J. Humphreys, J. Humphreys, Jr.

Per steam-ship Europa, for Liverpool.—Robert Lang, Otto Grumbacher, Benjamin Ewing, Robt. S. Weir, Michael L. Henry, Mrs. Clara Leland, Miss Emma Knott, Mrs. Mary Mollan, Mrs. Mary Ann Frenche.

PASSENGERS ARRIVED.

In steam-ship Scotia, from Liverpool.—Mr. and Mrs. H. K. Corning, E. L. Corning, J. E. Mitchell, C. Freeman, G. Cabor, C. Duckett, A. J. Ingersoll, J. Parker, C. T. Parker, Mr. and Mrs. J. G. Shortall and son, C. W. Topham, J. Garcia, J. Lisaur, Mr. and Mrs. W. A. Shepard, 2 children and 2 servants, 3 Misses Shepard, H. Shepard, W. T. Wolf, Miss L. O'Hara, Miss K. O'Hara, D. Collamore, Dr. J. S. Verdi, Dr. J. Adams Allen, Mrs. J. M. Walker, Miss M. L. Walker, Mrs. J. M. Courtenay, Miss V. Courtenay, Mr. and Mrs. Shillito, J. M. Goodall, R. Dyer, E. H. Pray, J. M. French, R. Hazelton, Mr. and Mrs. W. J. Florence and servant, Mr. and Mrs. W. P. Abbott, Mr. and Mrs. J. W. Ellis and two Misses Ellis, Mrs. and Miss M. M. Holmes, P. Mares, H. St. John Smith, J. B. Walsh, Rev. F. Guedry, Mr. and Mrs. C. E. Easter and infant, Wm. J. Best, A. S. Malcomson, Prof. N. S. Shaler, lady, 2 children and servant, Masters D. Walker, J. R. Walker, W. Coleman, Mr. and Mrs. S. McLean, Mrs. Filley, Mr. and Mrs. C. L. Sharpless, Mr. and Mrs. F. W. Rhinelander, C. Johnson, Mrs. A. C. Farger, Miss L. Sharples, F. R. Harker, T. Smith, B. K. White, R. Waterhouse, A. A. Fonder, J. Stewart, J. Peene, J. King, Mr. and Mrs. J. Wilde and child, Mr. and Mrs. R. W. Saunderson, Mr. and Mrs. G. W. Wood, T. Ricksecker, Mr. T. Sewall, Mrs. Ferguson, Miss Menninger, Mr. and Mrs. C. T. Cooke, J. P. Paulding, T. R. Fisher, Mr. Scherwood, L. O. Pourtaes, Mr. and Mrs. Wm. Thompson, J. S. Phillips, S. A. Beman, D. Costa, J. Boyd, G. Cunard, A. Barnewell, J. Bell, Jr., W. A. Poynton, T. H. Nister, K. Klauberg, T. Brunschweiler, S. Vlesskoff, Mrs. Reitscherf, Mr. and Mrs. O. Butz, M. P. Levy, E. L. Topp, J. T. Scott, J. T. Scott, Jr., T. A. Howland, Rev. Dr. Forsyth, Mr. and Mrs. J. W. Fuller, 2 Misses Fuller, Mr. and Mrs. R. H. Pye and servant, E. Scantlebury, H. McNeil, N. Lothian, Mr. and Mrs. R. Ferris, Mr. and Mrs. E. Coleman, Mrs. Tilden, W. Tilden, R. Balfour, M. Short, C. Reinck, G. Dudley, Dr. C. E. Brown Sequard and son, Mr. and Mrs. L. K. Fuller, Mrs. J. Thomas, 2 Misses Short, Mr. and Mrs. J. W. Kohlsaat, Mr. and Mrs. T. Armstrong, J. Armstrong, J. Whittaker, R. W. Phillips, Mr. and Mrs. O. Cleveland, Mrs. Cox, Mrs. Kelly, Mr. and Mrs. B. Bayliss, H. B. Livingstone, C. O. Day, R. B. Vaughan, Miss A. Vaughan, G. Tyler, B. Eaton, Rev. W. Tyler, C. Tyler, Mr. and Mrs. F. A. Turner, Mr. and Mrs. G. A. Morrison, Mrs. Hubbell and servant, Irving Van Wart, Miss M. L. Wilson, Miss Martin, M. C. Martin, W. A. Shields, G. Hutzler, A. Notman, P. J. Butler, G. Hurs, C. R. O'Hara.

In steam-ship California, from Glasgow.—James Maxwell and lady, D. B. Hunt, A. W. Norton, Rev. J. McAulay, Rev. Geo. J. Brown, R. L. Mitchell and lady, Mrs. Flora W. Bowker, George Lent and lady, Chas. B. Kurtz, D. S. Sandford, H. S. Sandford, Mrs. S. T. Sandford, Geo. Young and lady, J. M. MacDonald and lady, Chas. L. Sheldon and lady, Byron C. Smith, Albert Thomas, George McClelland and lady, David Hyslop and lady, W. F. Horton, Andrew Turnbull, Lieut. John Anderson, F. T. Yates, Rev. F. M. J. Hayden, Mrs. Rowe, Mrs. Harris, Charles Barclay, Miss Barbara Frame, Calvier Townsend, Robert Binnie, John Inglis, William Grant, Miss Shaw, Mr. Seymour, John J. Duff, lady, and child, John Duff, John Ross, Eeron Manning and lady, Mrs. Gregory, Mrs. Bateman, David Turnbull, W. F. Monies, Mrs. Geo. Casey, Vance Huntur, Hon. E. B. Wells, Mrs. W. Garrett, Miss Jane Garrett, Miss Garrett, Miss Upham, William Warden and lady, Miss B. Warden, Ivie Warden, Master William Warden, Miss Ada Jane Warden, Master F. Warden, Master A. Warden, 2 servants, Chas. A. Young and lady, J. Stevenson, William Ritchie, C. P. Brown, W. G. Potter, John Patterson, F. le M. Grasett, Dr. J. F. W. Whitbeck, John McRee, Miss S. Todd, John Gillen, Mrs. McCroe, Mrs. Capt. Craig and family, Mrs. J. McKenzie, Miss H. Montgomery, M. Doran, R. T. Wilson, E. Hardie, Rev. R. Coyle, Rev. Mr. Donaldson, W. Perry.

In steam-ship San Salvador, from Savannah.—D. Greemore, John Younge, Mrs. Clark, Mrs. A. B. Ives, Mrs. H. C. Hutchinson, Mrs. W. F. Pendleton and infant, M. D. McCarthy, D. K. Dellon, Mrs. S. A. Goebel and child, Miss Benneffeitt, P. W. Meldrume, Rev. J. O. Branch, W. G. Smith, M. Doney, James Ehlan, Mrs. Powers, Mrs. F. M. Snow, Mrs. L. S. Luffburrow, Miss Jane Gustin, John Rutherford, Mrs. Browne, Master Browne, Mr. Browne, Miss Dumont, Mrs. John G. Butler, Master Butler, J. A. Lewis, J. H. White, M. Weigert, A. Weigert, W. D. Graves, G. W. Egbert, G. W. Freeman, Mrs. Freeman and 2 children, 2 Masters Freeman, E. O'Hagan, Mrs. Rutherford, and 3 in steerage.

In the ship Trinacria, from Glasgow.—Miss Steeman, D. Grant and lady, Ed. Giegar, Jesse Whiffens, Hugh A. Stewart, Wm. Molle, Anne Fraser, Thos. Jarvis, Wm. T. Adams and lady, Miss Sarah Whiffen, Master Herbert Whiffen, Miss Mary Beckwith, Miss Susan Nesey, James M. Allen and lady, A. Morris, Henry C. Shaw, John Barklay, Mr. Bell, Mrs. Armstrong, Joseph Gawler, Jennie M. Kelly, Hugh McLean, Mrs. M. Taylor, Samuel Beaden, Mrs. Beaden, Miss Carrie Beaden, Mrs. E. Tait, George Tait, Thomas Tait, George Whitelock, Wm. Whitelock, Mrs. M. Muir, Miss Agnes Muir, George Lingard, Miss Agnes Vince.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....5:09 | Sun sets....7:00 | Moon rises..10:37

HIGH WATER—THIS DAY.

Sandy Hook.12:11 | Gov. Island.1:00 | Hell Gate....2:22

MARINE INTELLIGENCE.

NEW-YORK......WEDNESDAY, Aug. 13.

CLEARED.

Steam-ships Ionia, (Br.,) Dowsett, Hull, England, R. R. Morgan's Sons; Hansa, (Ger.,) Janver, Bremen, via Southampton, Oelrichs & Co.; Atlas, (Br.,) Porter, Kingston and Turk's Island, Pim, Forwood & Co.; Georgia, Crowell, Charleston, S. C., J. W. Quintard & Co.; Metropolis, Nickerson, Wilmington, N. C., Lorillard Steam-ship Company; Bristol, Wallace, Philadelphia, J. Hand.

Ships Guardian, Ames, Antwerp, J. W. Schmidt & Co.; Kate Davenport, Otis, Naples and Leghorn, J. W. Elwell & Co.; Bridgewater, Todd, San Francisco, Simonson & Cheesebrough.

Barks Queen of the South, (Br.,) Adair, Fort Chalmers and Wellington, N. Z., Arkell, Tufts & Co.; G. de Zaldo, Miller, Matanzas, Cuba, Waydell & Co.; Maria Christina, (Ital.,) Tavarino, Trieste, Slocovich & Co.; W. E. Anderson, Brandt, Havana, Cuba, J. E. Ward & Co.; Edward McDowell, Greenough, Galveston, M. M. Stackpole; Kate, (Br.,) Murphy, Liverpool, Eng., Brett, Son & Co.; George, (Ger.,) Sejeeken, Bremen, C. Luling & Co.

Brig Norw., (Br.,) Legg, Queenstown or Falmouth for orders, G. F. Bulley.

Schrs. Maid of the Mist, Smith, Jacksonville, Fla., B. J. Wenberg; Thomas J. Fraser, Plum, Aux Cayes, Young, Smith & Co.; Alvarado, Torrey, St. Augustine, Flay, W. Ray; Carrie S. Webb, Homan, Charleston, S. C., Bentley, Gildersleeve & Co.; Artist, Forester, Somerset, Ferguson & Wood.

ARRIVED.

Steam-ship E. M. Arndt, (Ger.,) Felberg, Stettin July 3d, via Havre 8th, with mdse. and 436 passengers to C. Rammelsberg & Co.; had westerly winds, calm and foggy weather the whole voyage. July 14, lat. 47, lon. 34, lost steam propeller; Aug. 10, lat. 40 47, lon. 66 21, spoke steam-ship Ville de Havre, bound E.; July 29, lat. 44 40, lon. 52°, spoke schr. Josephine Beverly.

Steam-ship California, (Br.,) Craig, Glasgow, via Moville Aug. 3, with mdse. and 366 passengers to Henderson Bros.

Steam-ship Trinacria, (Br.,) Thompson, Glasgow July 30, via Moville 31, with mdse. and passengers to Henderson Bros.

Steam-ship Scotia, (Br.,) Lott, Liverpool Aug. 2 and Queenstown 3d, with mdse. and 193 passengers to C. G. Francklyn.

Ship Atmosphere, (Br.,) Costello, with mdse. and passengers to S. Tapscott, Bros. & Co. July 22, lat. 51 37, lon. 22 53, exchanged night signals with bark Zoe, (Norw.,) from Bristol, for New-York, 12 ds. out; Aug. 8, lat. 43 55, lon. 54 02, exchanged signals with bark Marie, (Ger.,) from Rotterdam, for Baltimore.

Ship Sir Robert Peel, Larrabee, London June 28, with mdse. to Grinnell, Minturn & Co., is anchored in lower bay.

Ship Edith, (of Yarmouth, N. S.,) Rogers, Bremen July 4, in ballast to Boyd & Hincken.

Bark Broderene, (Norw.,) Olser, Havre 42 ds., in ballast to French, Edye & Co.

Bark Brage, (Norw.,) Jorginsen, London 37 ds., in ballast to order; July 28, lat. 48 32, lon. 42 50, exchanged signals with a bark showing letters "M. B. Q. T.," bound W.

Bark Hedwig Siebe, (Ger.,) Kneack, Gloucester 53 ds., with salt to order—vessel to Funch, Edye & Co.

Bark Ida Matilda, (Ger.,) Gronow, Gloucester June 16, with salt to order.

Bark President Daal, (Norw.,) Olsen, Cardiff 56 ds., with railway iron to order—vessel to Funch, Edye & Co.

Bark Tellus, (Nor.,) Gregertsen, Greenock 31 ds., in ballast, to Tetens & Bockmann.

Bark Johannes Rod, (Ger.,) Rod, Bordeaux 36 ds., in ballast to Funch, Edye & Co.

Bark Kong Soerre, (Norw.,) Hansen, Bristo 42 ds., in ballast to Funch, Edy & Co. Is anchored at Sandy Hook for orders.

Bark Adelpheine, (Norw.,) Johannsen, Belfast 38 ds., in ballast to Funch, Edy & Co. The Adelheim is anchored at South-west Spit for orders.

Bark Carmel, (of St. John, N. B.,) Patten, Hamburg 39 ds., in ballast to master. The Carmel is anchored at Sandy Hook.

Bark Septentrio, (Norw.,) Gjeruldsen, Cardiff 60 ds., with railway iron to order—vessel to Funch, Edye & Co.

Bark Blomidon, (of Windsor, N. S.,) Shaw, Liverpool 40 ds., in ballast, to H. J. De Wolf & Co.

Bark Orion, (Norw.,) Tonnessen, London 60 ds., in ballast to Funch, Edye & Co.

Bark Helene, (Norw.,) Neilson, Havre 46 ds., in ballast to Funch, Edye & Co.

Bark Arnen, (Norw.,) Gundersen, Hamburg 59 ds., with empty hogsheads to Tetens & Bockmann.

Bark Brage, (Norw.,) Larsen, Bristol, Eng., 35 ds., in ballast to Tetens & Bockmann. Had fine weather.

Bark Atlantic, (Norw.,) Jacobson, Bremen 44 ds., in ballast to Funch, Edye & Co.

Bark Dilharree, (of London,) McNeily, Liverpool 32 ds., with mdse. to Arkill & Tufts. Aug. 10, lat. 40 35, lon. 66 30, spoke steamer E. M. Arndt, (Ger.,) with loss of propeller, bound W.

Bark Conquestatore, (Ital.,) Lauro, Shields 48 ds., with mdse. to H. & F. W. Meyer—vessel to Orien. July 30, lat. 43 23, lon. 49 26, spoke ship Edith, (Br.,) from Bremen to Sandy Hook, for orders.

Bark Sabine, Peters, Liverpool 61 ds., with mdse. to C. H. Mallory & Co.

Bark Carmel, (of St. John, N. B.,) Patten, Hamburg 36 ds., in ballast to Snow & Burgess.

Bark Leocadia, (Ger.,) Wenke, Bremen 42 ds., with mdse. to H. Baetjer & Co.

Bark Leda, (Aust.,) Madanich, Antwerp 52 ds., with mdse. to order—vessel to Funch, Edye & Co.

Bark Wallis & John, (Ger.,) Spiegelberg, Hull 48 ds., in ballast to order.

Bark Frigg, (Norw.,) Paulser, Dunkirk 40 ds., in ballast to Funch, Edye & Co.

Bark Maarkunde, (Ger.,) Carstens, Hamburg 70 ds., with mdse. to C. Tobias & Co.

Bark Libertas, (Ger.,) Todt, Liverpool 79 ds., with coal to order.

Bark Elias, (Aust.,) Petrossine, Troon 58 ds., with coal to order—vessel to Slocovich & Co.

Bark J. L. Whitney, (of Parrsboro, N. S.,) Spicer, Sydney, C. B., 12 ds., with coal to B. B. Swain & Co.—vessel to J. F. Whitney.

Bark Flora, (Norw.,) Petersen, Dublin 36 ds., in ballast to Tetens & Bockmann. Aug. 2, on the Banks, spoke bark Siva, (Norw.,) from Queenstown, bound W.

Bark Rüsaer, (Norw.,) Petersen, Dublin, 37 ds. in ballast to Funch, Edye & Co.

Bark Mary Pratt, from Port Morris, in ballast.

Brig Keystone, Frederick, Sidney, C. B., 13 ds., with coal to C. B. Swain & Son—vessel to Jas. W. Elwell & Co.

Brig Ara Bell, (Br.,) Brady, Sidney, C. B., 13 ds., with coal to C. B. Swain & Son—vessel to D. R. DeWolff & Co.

Brig J. L. Bowen, (of Quincy, Mass.,) Hall, Cronstadt 60 ds., with mdse. to R. W. Ropes—vessel to J. Ingraham & Co.

Schr. Joa. Bliss, McIntyre, St. John, N. B., with lumber to order.

Schr. Golden Rule, McFarland, Calais, with lumber to Chase & Talbot.

Schr. Ann Mulden, Sullivan, with lumber for Rondout.

Schr. Empire, Shute, Belfast, Me., with lumber for Rondout.

Schr. Eastern Queen, (of Halifax,) Wark, Hillsboro, N. S., 6 ds., with plaster to V. C. & C. V. King—vessel to H. R. Van Sicklin.

Schr. Sinaloa, Robinson, Machias, with lumber and laths to F. Talbot & Co.

Schr. Jessie Clark, Clark, Georgetown, D. C.

Schr. C. R. Flint, (of Bath, Me.,) Douglass, Port Caledon's 11 ds., with coal to C. B. Swain & Son—vessel to H. W. Loud & Co.

Schr. Nellie, (of Belfast, Me.,) French, Cow Bay 10 ds., with coal to Bird, Perkins & Jove—vessel to H. W. Loud & Co.

Schr. Rio, (of Harrington, Me.,) Robinson, Shulee, with piling to Wilson Godfrey.

Schr. Fanny Edith, Ryder, Belfast, Me., with lumber for Rondout.

Schr. Julia Newell, Small, Windsor, N. S., with plaster to order.

Schr. Warrenton, Rodgers, Windsor, N. S., with plaster to order.

Schr. J. S. McLellan, Torry, Calais, with lumber to order.

Schr. Koret, Young, Calais, with lumber to Simpson, Clapp & Co.

Schr. Para, McCarty, St. John, N. B., with lumber to Chase & Talbot.

Schr. Mary B. Smith, Show, Thomaston, with lime to Jas. Havlyn.

Schr. Niontic, Telsey, Stonington.

Schr. J. W. Hine, Lane, Hartford.

Schr. Herrill, Terrill, Bridgeport.

Schr. Pointe, Wilson, Providence.

Schr. J. R. Mitchell, Morrell, Stamford.

Schr. Albion, Sawyer, New-London.

Schr. Onward, Gorand, Nantucket.

Schr. R. P. Graham, Allen, New-Haven.

Schr. Abby Wasson, Small, Salem.

BELOW—Bark Cremona, Gove, from London July 11. (By pilot-boat Isaac Webb, No. 8.)

SAILED—Steamers Europa, for Glasgow; Wyoming and Cuba, for Liverpool; Hansa, for Bremen.

WIND—Sundown, heavy, E.; thick off shore.

BY TELEGRAPH.

BOSTON, Aug. 13.—Arr. brigs Arthur, from St. Johns, P. R.; Teaser, from Havana.

Also arr. steamer Seminole, from Savannah.

CHARLESTON, S. C., Aug. 13.—Arr. bark Vinco, from Liverpool.

Sld. steamer South Carolina, for New-York; schr. Veto, for Wood's Hole and Tehumah.

PHILADELPHIA, Penn., Aug. 13.—The steam-ship Pennsylvania, from Liverpool, passed in at Lewes, at 5 o'clock this morning.

SAVANNAH, Ga., Aug. 13.—Arr. steam-ships C. W. Lord, from Philadelphia, and San Jacinto and Huntsville, from New-York.

EUROPEAN MARINE NEWS.

BRISTOL, England, Aug. 13.—The Great Western line steam-ship Lapland, Capt. Jones, sailed from this port to-day, from New-York.

SOUTHAMPTON, Aug. 13.—The North German Lloyd's steam-ship Koeln, Capt. Franke, from New-York July 31, and Mosel, Capt. Ernst, from New-York Aug. 2, both for Bremen, have arrived here, the former yesterday at 11 P. M. and the latter to-day at 3 A. M.

TIFFANY & CO.,

Union-Square, New-York,

No. 10 Grand Quai, Geneva.

SUPERIOR STEM-WINDING WATCHES,

FROM OUR OWN FACTORY, AND AN ASSORTMENT OF ALL THE BEST MAKERS.

SOLE AGENTS FOR THE CHS. FRODSHAM WATCH.

R. R. R.

ASIATIC CHOLERA,

DYSENTERY,

CHOLERA MORBUS,

CURED AND PREVENTED BY

RADWAY'S READY RELIEF.

BOWEL COMPLAINTS,

LOOSENESS, DIARRHEA, CHOLERA MORBUS, or painful discharges from the bowels, are stopped in fifteen or twenty minutes by taking RADWAY'S READY RELIEF. No congestion or inflammation, no weakness or lassitude will follow the use of the R. R. Relief.

ACHES AND PAINS.

For Headache, whether sick or nervous, Rheumatism, Lumbago, Pains and Weakness in the Back, Spine, or Kidneys Pains around the Liver, Pleurisy, Swellings of the Joints, Pains in the Bowels, Heartburn, and Pains of all kinds, RADWAY'S READY RELIEF will afford immediate ease, and its continued use for a few days effects a permanent cure.

Sold by Druggists. Price, 50 cents.

KINGSFORD'S

Oswego Corn Starch,

IN SEASONS OF CHOLERA OR ANY PREVAILING EPIDEMIC,

IS A MOST HEALTHFUL ARTICLE OF DIET.

It is made from the most delicate part of INDIAN CORN, and is PERFECTLY PURE. It is easy of digestion, and a delicious and most nutritious SUMMER FOOD.

For 40 years it has stood unrivaled for purity and perfection.

Get none but the ORIGINAL PREPARATION with T. KINGSFORD & SON'S name on each package.

BEWARE OF IMITATIONS.

CARL H. SCHULTZ,

SUCCESSOR TO SCHULTZ & WARKER,

NO. 860 BROADWAY, CORNER 17TH-ST. AND UNION-SQUARE.

MINERAL SPRING WATERS,

examined and indorsed by the leading chemical authorities of the United States. NATURAL MINERAL WATERS kept on hand. The business (including the CENTRAL PARK MINERAL SPRING) continues the same as heretofore, Mr. Warker having withdrawn about eighteen months ago.

A CARD TO THE PUBLIC.

NEW-YORK, August 14, 1873.

The firm of Schultz & Warker having been dissolved this day by mutual consent, the undersigned would respectfully inform his friends and the public in general, that he will continue, under his own name, the Mineral-Water business established by him in 1862, and carried on under the above firm afterward, at the old place, No. 112 East 14th-st. He will also in future fully justify the liberal patronage bestowed on him in the past, and the more confidently offers his preparations, as he has been fortunate enough to secure the services of the eminent scientist, Professor Chandler, of Columbia College, as the Superintendent of the Chemical Department.

Respectfully,
THOMAS WARKER,
No. 112 East 14th-st.

STRICTURE AND FISTULA RADICALLY cured, without, knife, caustic, or detention from business. Diseases of the pelvic viscera. Diseases and deformities of the eye, nose, face, and person.
HENRY A. DANIELS, M. D., No. 144 Lexington-av.